Special Issue

THE MOTOR CYCLE

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FOUNDED 1903 LARGEST NET SALE IN THE WORLD

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Ferodo First

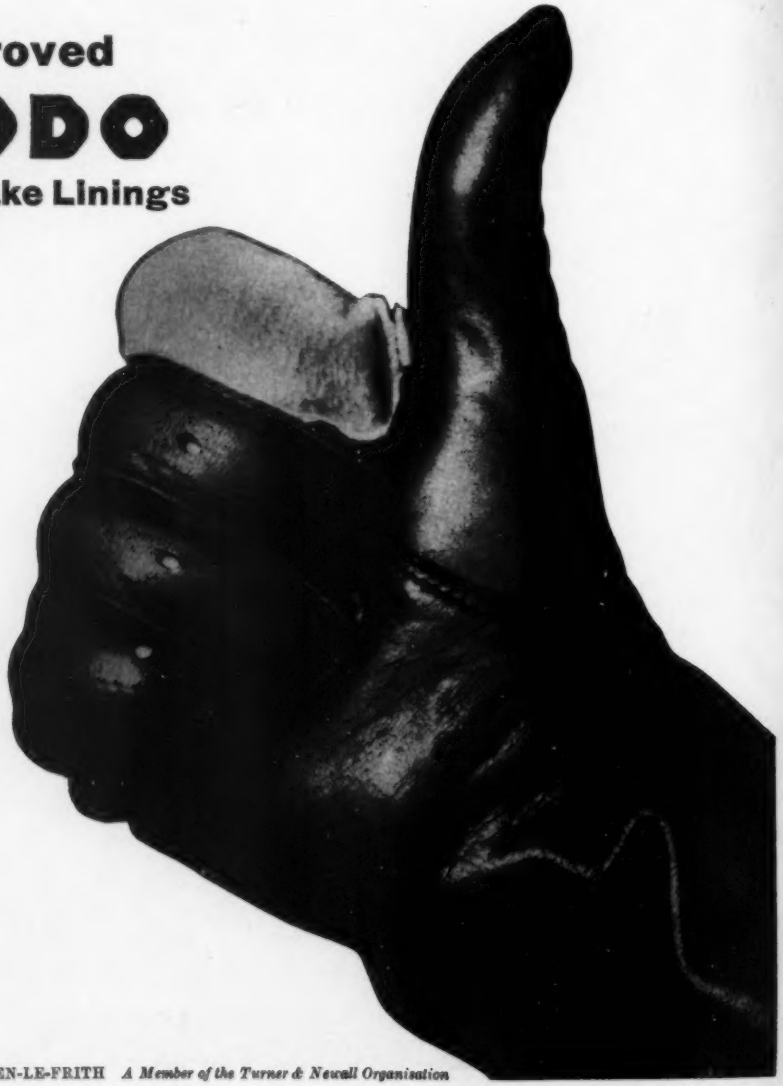
IN 1957

28 of the 29 Major Grand Prix races in the World Championship series were won on machines fitted with Ferodo Brake Linings

Fit race-proved

FERODO

Anti-Fade Brake Linings



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LADIES' COATS

	Cash	Deposit	6 monthly
Nonbetta	£3 19 6		
Viscount	£5 18 11	20/-	19/2
Duplex	£6 14 6	20/-	22/1

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	Cash	Deposit	6 monthly
Viscount	£5 18 11	20/-	19/2
Duplex	£6 14 6	20/-	22/1
Premier	£6 15 0	20/-	22/1
Valiant	£6 17 6	20/-	23/-
Ironhyde	£6 17 6	20/-	23/-
Ironhyde detach. lining	£7 15 0	20/-	25/11
Challenger	£7 7 6	20/-	24/6
Meteor	£10 10 10	20/-	36/5
Supersenia	£10 15 0	20/-	37/5

BELSTAFF OR ARMADRAKE. CASH OR "EASY PAY"

LADIES' SUITS

	Cash	Deposit	3 monthly
Scooterjak	£4 6 6		
Lincoln	£4 19 11	20/-	15/4
Speed Queen	£5 6 6	20/-	16/9
Black Prince	£6 12 6	20/-	21/6
Ace fur lined	£8 15 0	20/-	29/9

GENT'S SUITS

	Cash	Deposit	3 monthly
Plasticon	£2 15 0		
Continental	£4 19 6	20/-	15/4
Iron Duke	£6 10 0	20/-	21/1
Black Prince	£6 12 6	20/-	21/6
Ace fur lined	£8 15 0	20/-	29/9
Black Panther	£8 19 6	20/-	30/8
Iron Duke, quilted	£9 5 0	20/-	31/8
Black Prince fur lined	£10 2 6	20/-	34/11

RACING LEATHERS

A.C.U. Approved. As used by the Champions for years.

Made to measure in top quality hides. Padded shoulders, thighs, etc. Send for self measurement form.

	Cash	Deposit	8 monthly
2-piece leather	£22 10 0	66/-	56/5
2-piece horsehide	£30 15 0	120/-	69/9
1-piece leather	£23 15 0	69/-	50/8
1-piece horsehide	£30 17 0	124/-	72/10

EXPERT REPAIR SERVICE

All work done in re-designed works by fully experienced mechanics.

8-HOUR SERVICE

Brakes relined 1/3 per shoe, plus linings. Cylinders rebored 12/6, plus piston cost. Big ends fitted 20/-, plus cost big end.

48-HOUR SERVICE

Example B.S.A., C10 and C11. Rebore, supply and fit new piston, new valves and guides, new gaskets, clean and adjust carburettor and contact points, total charge **£5.10.0**

All repairs undertaken, enquiries invited. Insurance claims handled.

PERSPEX WINDSHIELDS

LONDON'S FINEST SELECTION

Jagrose Std.	25/-
Jagrose Giant	39/6
For Quickly	49/9
Flamingo for Mopeds	42/6
Monsoon Bantam	43/-
Phoenix Major	53/-
Phoenix Univ.	64/-
Clearvue	69/9
Phoenix Telefork	72/6
Conquest	81/6
Rapier	99/6
Unicorn	83/-
Golden Eagle	107/-
Phoenix Royal	112/6
Royal Twin	158/-

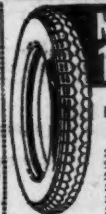
CASH or EASY PAYMENTS. Post & Pkg. 2/6

AVON FAIRINGS

FROM STOCK

Lightweight Droopy	£7 15 0
Standard or Droopy Snoot	£8 6 11
Special for Vincent	£8 17 6
Extra large A.A. model	£9 9 0
Stadium	£8 7 6
Midland Fairings	£8 9 6
Streamliner	£39 17 6

Cash or Easy Pay Terms. Send for order form. Pkg. & Carr. 10/6.



NEW TYRES 10/- DEPOSIT

AVON, DUNLOP MICHELIN, GOODYEAR, FIRESTONE

All sizes supplied

350×8	53/6	3.25×18	82/-
250×19	62/6	4.00×8	69/-
275×19	68/-	3.25×19	85/6
300×19	77/6	3.25×20	86/-
300×20	78/-	3.50×19	99/-
300×21	78/-	Post & Pkg. 3/6	

10/- secures delivery. Tubes can be included in easy-pay orders. Send for order form.

PANNIER FRAMES

Black with folding base universal fitting, pair 27/6
Special for B.S.A. Bantam, clip-on makers' colours 20/9
Ditto with carrier 30/-
Tubular quickly detachable with fittings for individual machines 39/6

Carr. 3/6.

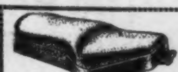
PANNIER BAGS

Strong New Converted Army Packs Pr. 22/6.

Black leatherette with stiff backs .... pr. 43/6
Ex. heavy green canvas pr. 59/6

FOAMED PLASTIC SPONGE SHEETS

Per square foot. Post 1/-. **4/6**

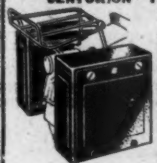


P. & P. 2/6

DUAL SEATS

Jagrose, black and colours 62/6
Dualite, black or colours 85/-
Lycett for spring frame 105/-
Lycett for rigid frame 110/-

"CENTURION" PANNIER SETS



Clothes pack into waterproof plastic bags and fit into metal panniers with Yale lock. To fit individual machines in 2 tone matching colours.

PANNIER SET Complete with fittings £7 7 0
Plastic Bags, Pair .. £1 4 5
Complete set .. £8 11 5

Carr. 5/-.

MOTOR-CYCLE LUGGAGE CARRIERS

P. & P. 2/-.

	Enamel	Chrome
To fit on mudguard	45/-	76/-
Special model fits Midland Pannier Unit	35/-	67/-

SCOOTER CARRIERS

Specially designed for Lambretta in matching colours, provision for spare wheel. Carr. 2/-. **62/-**

TANK LUGGAGE GRIDS

Chromium plated, fits securely by straps and rubber sucker. Carr. 1/6. **12/-**

ROAD SAFETY HELMETS

EVEROAK

Ace	Std.	Cork
48/-	53/3	61/-

A.C.U. T.T 72/6

Noll	Corker	Flash
54/-	63/-	44/-

Centurion 52/-
Cromwell A.C.U. 70/-.

P. & P. 3/-.

RACING SUPPORT BELTS

The original 8in. belt as used by the champions. 4-strap fastening. All sizes. Post 2/-. **29/11**

MOTOR CYCLE BOOTS

Black

TRIALSRIDER, with pull on loops, unlined 97/6
FLYING patt., lambswool lined throughout, pull on loops 115/-
RACING lightweight with full zip back, strong soles 127/6

P. & P. 3/-.

JAGROSE SILENCERS

Post & Packing 1/6

1½in. chrome	11/9
All sizes ex. heavy	17/9
Suitable for Triumph	23/9
Megaphone shape	19/9

GOGGLES

Post 1/-.

Vista	8/6
Vistarain	12/6
Mark VIII	25/-
Meyrowitz Luxor 12	50/-
Luxor 14 to oculists' prescription	110/-

JERRICANS

4½ gallon. Reconditioned. 12/9 Post 2/6.

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10in. × 8in. Post 1/3 **9/3**

P. & P. 1/6

SIDECAR SCREENS

Sports with Apron **15/-**
Touring 3 panel, with Apron, 27/6.
Swallow patt., less Apron, 35/-.

HEAVY DUTY BATTERIES

Fully guaranteed, ext. heavy plates, standard, 14 amps. **26/9**
New anti - vibration type 33/3. Post 1/6.
Carriers 6/3

JAGROSE TYRE PRESSURE GAUGE, guaranteed **6/9**
DUNLOP OR SCHRADER **8/6**
Post 6d.

H/B MIRRORS

Post & Packing 1/6

JAGROSE 4in. round, black & chrome	9/9
STADIUM 4in. ditto, convex chrome	17/9
JAGROSE Scooter, oblong	9/11
JAGROSE m/cycle, oblong	14/6
STADIUM m/cycle, oblong	18/6

PILLION SEATS

Straight top Dunlopillo 19/9
Raised back ditto 24/-
Raised back, spring top 27/6
Post & Packing 2/-

LIGHTING HARNESS

Headlamp, panel type 6/11
Tank panel type .. 9/-
Post 1/-.

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Weathermaster	6' 6"	3' 6"	4' 6"	12"	69/11
Staffordshire	6' 6"	3' 6"	4' 6"	18"	89/6
Argus	6' 6"	6'	6'	30"	146/3
Glen Special	6' 6"	6'	6'	36"	217/6
Giant	10'	6' 6"	6' 6"	36"	247/6
Goblin	9'	6' 6"	7'	36"	359/-

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Full stocks of equipment available.

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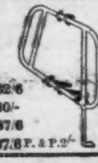
Small 2-leg 14/6, Small 3-leg 19/3.
Med. 3-leg 30/-, Large 3-leg 48/-.
For Mopeds, Quickly, etc., 3/9.
For Bantams and Series 90, 5/-.
Post 1/6

GREASE GUNS

JAGROSE 5/6. TECALEMIT 7/9.
SPECIAL FOR LAMBRETTA 15/6. Ditto with screw-down feed and flexible extension, 19/6. Post & Pkg. 9d.

CRASH BARS



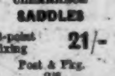
Single bar	16/9
Double bar	24/6
Britax single	45/-
Britax ditto, Globe	62/6
Britax senior	80/-
Sackville, as illus., silver	87/6
Sackville, chrome	107/6

P. & P. 2/-

LEGSHIELDS

JAGROSE lightweight	21/-
JAGROSE domed	25/-
JAGROSE ditto, curved foot	32/6
PATROL for Quickly	49/6
PATROL for Mopeds	54/6
PATROL for m/cycles	46/6

P. & P. 2/-



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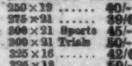
3-point fixing **21/-**
Post & Pkg. 2/6



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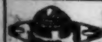
250×19	40/-
275×21	39/6
300×21 Sports	45/-
300×21 Trials	50/-
325×16	42/6
325×18	50/-
325×19	62/6
350×18	60/-
350×19	63/6

P. & P. 3/6.



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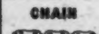
Post 6d.
State year & model when ordering.

MOTORCYCLE CHAIN



½×⅛in. / ½×¼in. 6/9 ft.
⅜×3/16in. / ⅜×5/16in. 5/9 ft.
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8 mm., special offer W.D. for magneto drive 1/- ft.
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MONEY REFUNDED IF NOT DELIGHTED

FITS ANY MODEL

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COMPARE THE PRICE WITH THESE DETAILS 18in. × 16in. × 3/16in. PERSPEX 5/16in. DOUBLE BAR STAYS. "GRIP-TIGHT" UNIVERSAL HANDLEBAR CLIPS, 4 ADJUSTABLE LUGS. SPECIAL WEATHERPROOF APRON TO FIT YOUR MACHINE.
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24" x 18" x 3/16" "Perspex" P. & P. 2/6.
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includes Horn Push, Engine cut-out
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- ★ Exclusive Mascot welding system.
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£4.12.6

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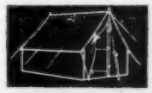

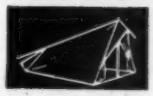

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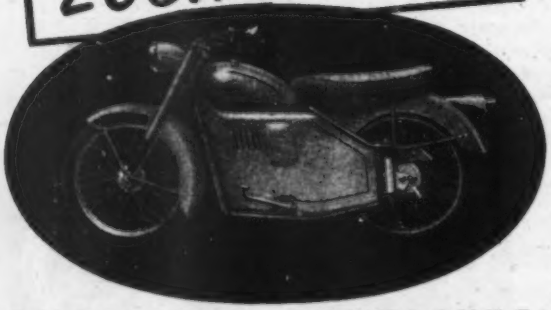

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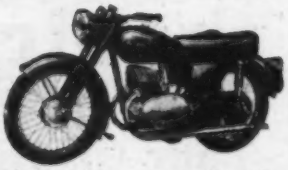
You'll cut the traffic knots with this Excelsior lightweight—at less than the price of your bus fares. It's easily handled, thrifty on petrol and simple to maintain.
Telescopic forks, spring frame, large dualseat, roomy footboards, efficient legshields for exceptional comfort. Up to 150 m.p.g.

PERFORMANCE +

328 c.c. SUPER TALISMAN TWIN



Your friends will envy the power and punch of the Super Talisman Twin. Powered by the 328 c.c. Excelsior/Sportscar engine that gives you "big bike" performance with low running costs. Extra deep fins on cylinder heads. Enclosed rear chainguard. Four-speed footchange gearbox. Duplex cradle frame. Telescopic front forks and swinging-arm rear suspension. Twin Amal carburettors. Twin exhaust system.

Comprehensive range of 8 models available

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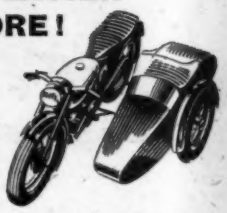

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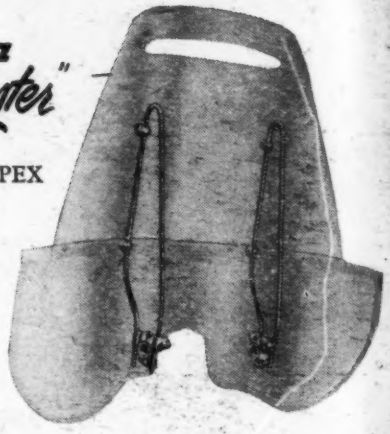

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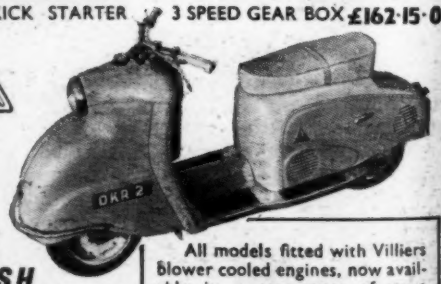

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Specially cut for LADIES in Blue, Green, Wine or Black.

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★ Exclusive "Apron Front."
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Optional ? -yes

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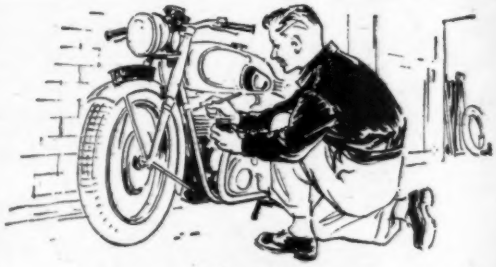

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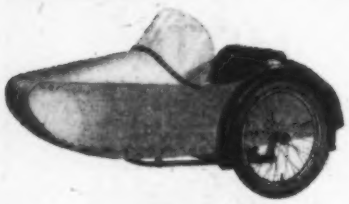

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Model	Chassis	Price	Total (inc. P.T.)
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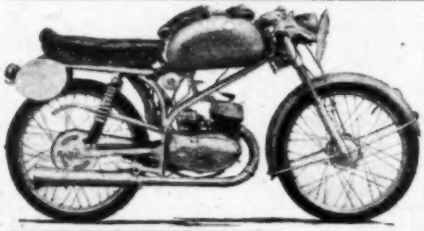
New Racing Machine made by Maserati now available in this country

MASERATI



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This model specially prepared for racing, with its 50 c.c. 2-stroke engine which develops 3 B.H.P., has 3 gears, twist grip control; chain transmission; swinging arm rear suspension, hydraulically damped, double closed tube cradle frame, telescopic front forks; two full-width hubs.

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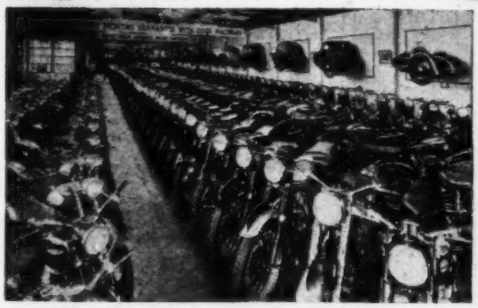

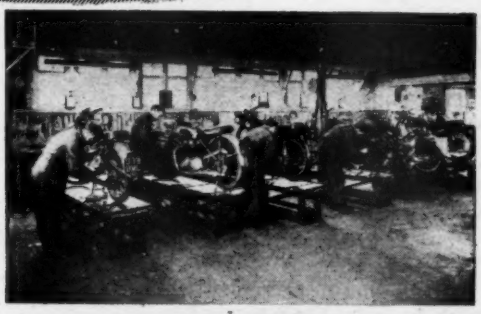

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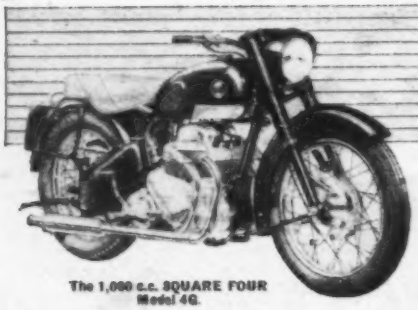

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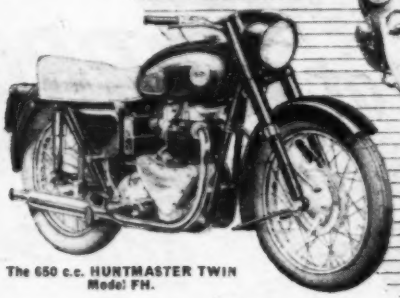

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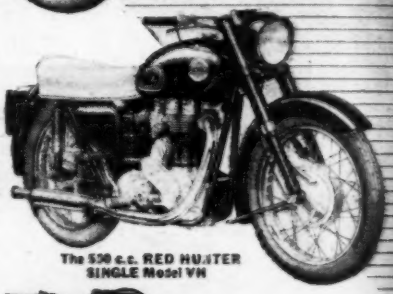

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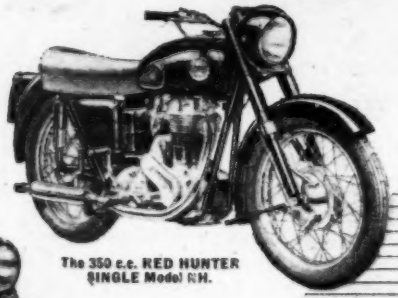

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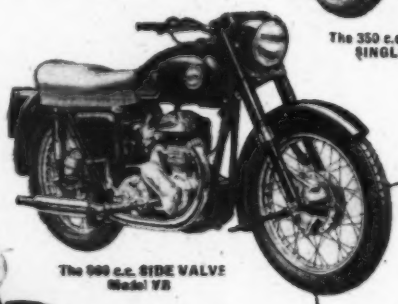

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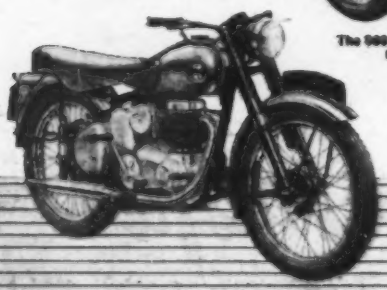

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MCE14

Massed crowds in the Isle of Man T.T. grandstand lean forward, cameras click—the race is on as No. 1, L. S. Rutherford, pushes his three-fifty A.J.S. into life

Editor: HARRY LOUIS

Assistant Editor: GEORGE WILSON

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Thoughts on the Junior

WITH a margin of more than four minutes over the second man, John Surtees enjoyed a clear-cut win in Monday's Junior T.T. After establishing a considerable lead on the first lap he continued in unflurried fashion and undoubtedly could have averaged more than 93.97 m.p.h. had the need arisen. The question is whether he can lead the Seniors home in tomorrow's race and thus join the élite who have achieved Junior and Senior wins in the same year. Particularly outstanding, too, were the performances of Dave Chadwick, second and Geoff Tanner, third.

The thought that arises is that in any case Surtees or his teammate, John Hartle, were almost certain winners. They are top-notch riders, certainly, but they had the supreme advantage of being mounted on factory-prepared four-cylinder machines of grand-prix type—the only machines of that class in the race. The remainder were production racing models, privately entered. In this context the outcome of Friday's Senior Race will also be watched closely. Apart from Surtees and Hartle only one other rider, Geoff Duke, will be mounted on a factory-sponsored machine. Should the race be dominated by them it will strengthen the tentative suggestion of the F.I.M. sporting committee that Formula 1 racing, for production machines as distinct from grand-prix models, ought to be introduced next year.

EASY VICTORY FOR JOHN

Above: Dave Chadwick, second, John Surtees and Geoff Tanner at the finish. Right: First-lap shot of Surtees at Union Mills; his goggles sponge can be seen on its stretched elastic behind his knee

LONDON STAR AVERAGES 93.97 M.P.H. : FINE RIDING BY DAVE CHADWICK AND GEOFF TANNER : MANY FAMOUS RIDERS RETIRE

THE 1958 Junior Race will be recorded in history as the high-tension T.T. It was a race in which surprise followed surprise, shock piled on shock, with barely a pause in which to give spectators time to recover their breath. The winner was John Surtees (MV Agusta) who led throughout and covered the seven laps of the 37.73-mile Isle of Man Mountain course (264.13 miles) in 2h 48m 38.4s, which represents an average speed of 93.97 m.p.h. Second was a standard Manx Norton piloted by Dave Chadwick in a time of 2h 52m 50.6s (91.68 m.p.h.). Third man home was Geoff Tanner on another Norton only 15.8s behind Chadwick at an average speed of 91.54 m.p.h. Fourth, fifth and sixth berths were taken by Terry Shepherd, George Catlin and Alastair King, all on Nortons.

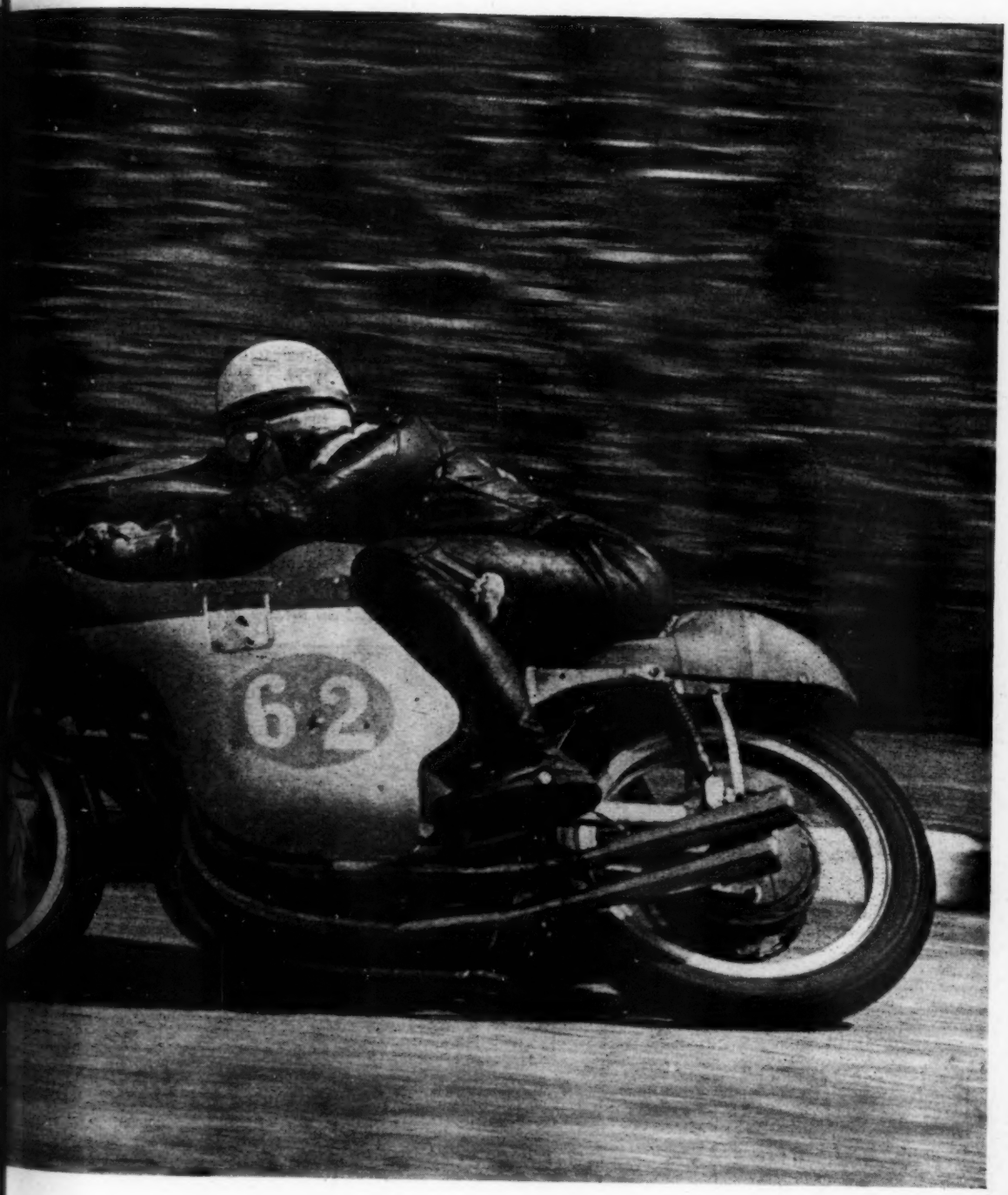
No manufacturers' teams were entered. There was widespread jubilation that the club team prize was won by the New Zealand A.C.U. trio comprising P. R. Pawson (Norton), and N. C. McCutcheon and J. D. Anderson on A.J.S. 7R models. The fastest lap was recorded by Surtees from a standing start in 23m 43.4s, 95.42 m.p.h.

Soon after dawn Mona blinked her weary eyes as the fog warning groaned. It was dull and grey, and a clammy mist crept in from the sea. By seven o'clock a weak sun was doing its best to peer down through the overcast. At breakfast time visibility on Douglas promenade was poor enough to cut the speed of the arrivals on the early boats.

Damp patches littered the roads, for the Island's dark roof had opened up on Sunday night and unleashed a torrent of rain. The fog increased and there was no wind to disperse it. But almost at once there came a sudden change. Soon after nine, with a couple of hours to starting time, Snaefell's mass of moisture began to evaporate and the dun Manx mountains one by one came into view. The sun beamed down. A light breeze stirred the bunting in the pit area. Conditions were soon perfect for racing.

Those abstract, all-seeing fates who annually rewrite the Junior story, had not stinted their script. First they caused factory entries to be limited to two only

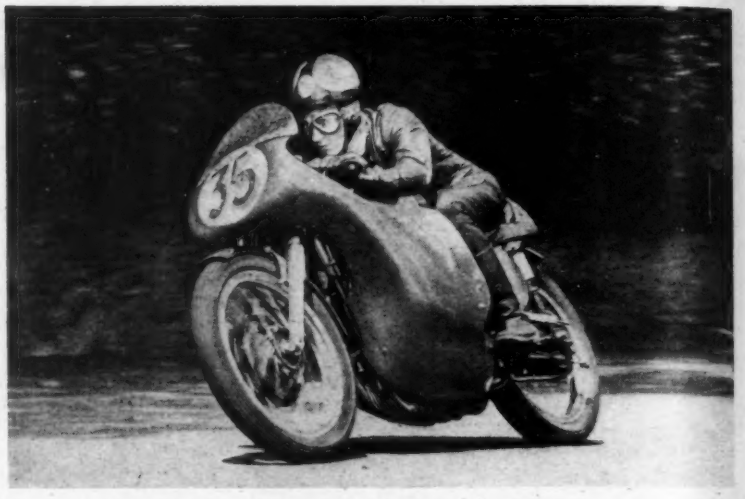
SURTEES IN JUNIOR T.T.



—Surtees and John Hartle on their MV Agusta fours. Then they inserted the odd gremlin into the big-bore, short-stroke, pared-down Norton prepared by Bob McIntyre in the workshops of Joe Potts, that latter-day Joe Craig from up Glasgow way, so that Mac had to straddle a standard Manx model. Such aces as Geoff Duke, Keith Campbell, Dickie Dale and Alastair King were also on standard Manx Nortons when training had started just a week earlier.

But the beginning of practice represented no more than a few lines of the preface—a heading under which plot and sub-plot were later to be evolved. During the week two hush-hush engines were shipped from that den of tuning wizards in Bracebridge Street, Birmingham, and fitted into Duke's and Campbell's frames. Duke's engine was of ultra-short stroke and drove through a five-speed gear box. Then, at the eleventh hour, the engine was replaced by another from the factory—breathed upon beyond doubt—with the standard 76mm bore. Before Monday Duke had done virtually nothing with it and so had very little idea as to its potential. And Reg Dearden, his entrant, had come close to sticking straws in his hair when he discovered that it was fitted with an SRR magneto and not one of the latest type, especially evolved to withstand the high-frequency vibration of a single working in the region of 7,000 r.p.m. Lucas technicians reacted similarly and permission was obtained for a last-minute swop before the warm-up on race day.

As 11 a.m. drew near the tempo in the pits increased. Tools and stop watches were laid out on the counters, quick fillers given a final check. The count down began and the last minutes ebbed away.



Leaving Governor's Bridge is Geoff Tanner (Norton), third at 91.54 m.p.h.

None could say how the fates had decided their script would end—what fantasies they had woven into their plot.

The field was widely international as always. Counting Britain the entry represented nine nations—Australia, Canada, Ireland, New Zealand, South Africa, Southern Rhodesia, Switzerland and the U.S.A. In all, there were 75 starters, no fewer than 10 of them from Australia.

The sun gained in strength almost by the second, though Ronaldsway met. foretold patches of mist that would be slow to move. The national anthem brought us to our feet. The field queued up between the mildly fluttering banners. Feet pattered on tarmac, making a sound like leather mallets in a leisurely workshop, engine after engine stammered then broke into song. The only rider to wet a plug during the push start was John Hempleman (Norton) from New Zealand.

There was little pause before news filtered through. Don Chapman progressed no farther than Crosby, five miles out when the piston welded in the cylinder. The scoreboards clocks were scanned for information. Australia's Jack

At the Gooseneck on the twisty Mountain climb above Ramsey, W. Roberton (Norton) is about to be overtaken by K. H. Tostevin (Norton), who gained 20th place, and W. A. Smith (A.J.S.). Smith finished 29th and Roberton 36th

Ahearn, on an A.J.S., started 10 seconds ahead of Geoff Duke. And Duke's pointer was stuck at Kirkmichael while Ahearn's (and those of seven men who had started after Duke) showed that they had passed through Ramsey! Could the Duke be out so soon? Had that magneto been fitted too hurriedly? News, please! At last came the story. Duke had telephoned from Sulby to tell his wife, Pat, that he was out with engine trouble. The valve gear had packed up.

Scoreboard clocks can be unreliable but they suggested that McIntyre had gained on Hartle. Surtees went through Ramsey ahead of King, so having made 10 seconds plus in the space of about half a lap. And before Sulby Bridge the hopes of the Slazenger team took a nose-dive when Mike O'Rourke (Norton) retired with a locked engine. Then J. Siffert (Norton), a Swiss on his first Island visit, found at the Mountain Box that his engine would take him no farther.

Sensation No. 2 was not long in coming. McIntyre streaked past the pits at the end of the lap, while Hartle's pointer showed that the MV was still on the Mountain climb! Yes, Hartle had stopped at the Bungalow when a piston disintegrated, and he was laboriously pushing in from there.

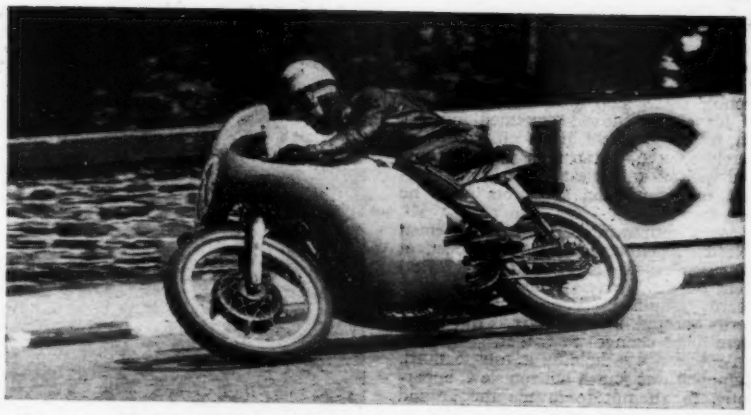
Almost immediately there came bombshell No. 3—would those dramatic announcements never stop? Jack Brett (Norton), Slazenger team leader, was out at Ramsey with a suspected holed piston. There could have been no greater disappointment, for Brett has become a symbol and a portent—as much a legend as a man. His fans were desolated at the way their hero had been flung from their pedestal at such an early stage. Then Dale, the last man away, had displayed a genuine lack of speed on the opening lap. He got no farther than Glentramman, near Ramsey, when he lost traction and slid off. So another couple of stars were out with the battle barely joined.

Rarely has any T.T. opened in such a vivid way. Five aces out—all five of them potential winners—on the opening lap!

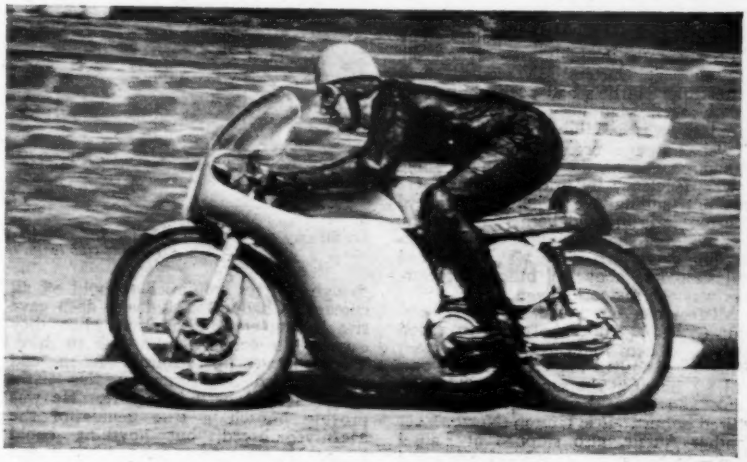
The times went up and there were no surprises. Surtees led at 95.42 m.p.h., indicating that the MV was no faster than popularly supposed. His speed was exactly 2 m.p.h. lower than recorded by Bob McIntyre on his opening lap last year, though, of course, dolphin fairings may not provide such good penetration as the full streamlining permitted until this year. Mac lay second, 1.98 m.p.h. and 30.2 seconds down on Surtees on corrected time. Alastair King, on the second Potts Norton, lay third nearly half a minute down on Mac. Bob Anderson on another Norton was fourth, only 8s behind King; Geoff Tanner (Norton), that hero of the 1957 Senior, was fifth and Keith Campbell sixth. Greater things had been expected of the Aussie.

If the first lap was thrill packed the second was equally so. It had hardly opened when McIntyre *turned off the course at Quarter Bridge!* His piston had picked up on the Mountain Mile and again at Governor's Bridge so he decided to call it a day.

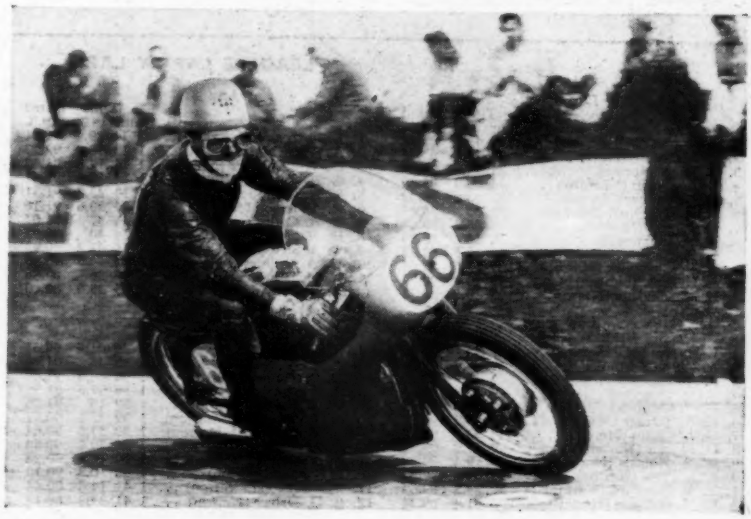
The MV continued its flight, forming



Above: Dave Chadwick (Norton), second at 91.68 m.p.h., sweeps round Quarter Bridge. Below: The front fork takes the impact as Jack Brett (Norton) lands after leaping the bumps on Bray Hill



A Velocette at Signpost Corner—it is ridden by Harry Hinton Jnr. of Australia who came home in 37th place. His brother Eric, on a Norton, retired on the fifth lap



the nose cone of the speeding entry. It is about 50 lb heavier than desirable for heeling through the Mountain lap's complex swervery, but it appeared that only trouble could stop it now. At the end of his circuit Surtees screamed into his pit, his goggles held in his left hand. He barely paused, his engine still running, and was off with clean lenses almost before the grandstand spectators knew he was there.

More retirements: John Hempleman (Norton), that brilliant Kiwi, stopped at Waterworks; I. R. Langlands (A.J.S.) went out at Windy Corner. The leader board reshuffled. King took over the berth vacated by McIntyre. But there were more changes than that.

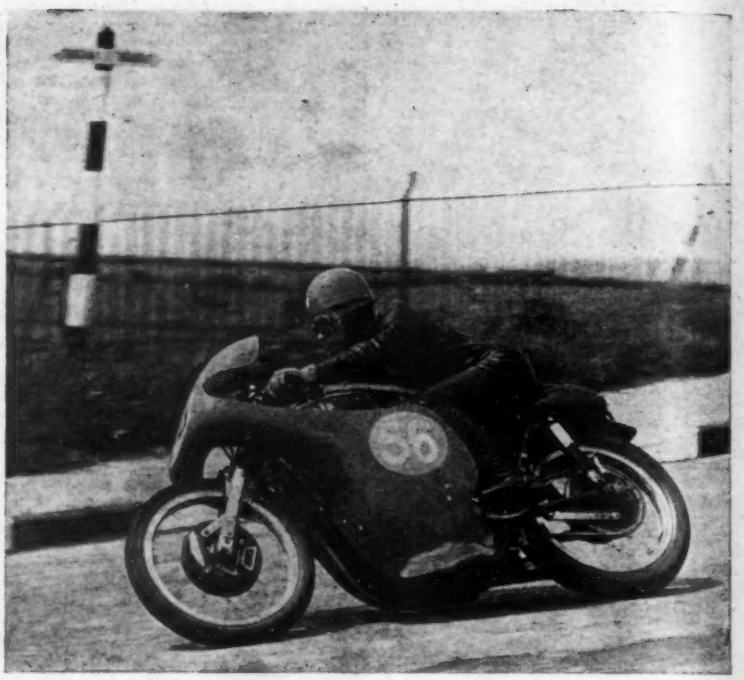
Anderson was holding grimly to third. Campbell was fourth but too slow, apparently, to attempt to invade the ground occupied by the leading three. Dave Chadwick rocketed his Norton forward from tenth to fifth and pushed Geoff Tanner back to sixth.

The third lap: the Nortons were proving outstandingly the best handlers. The A.J.S.s were a shade less steady on the Bray descent. Surtees' MV seemed much better than Hartle's had been, though its tail wagged vigorously on such high-speed swerves as Hillberry. Tanner was a wee shade short of knots perhaps, though he was making up for any possible power deficiency by brilliant riding. He was outstanding everywhere. Shepherd (Norton) was in mild bother; his engine was misfiring slightly, but he was on perfect line every inch of the way. But head and shoulders above all others bar Surtees was the meteoric Tanner.

Misfortunes continued. Dick Thomson (A.J.S.), from Australia, stopped with a broken connecting rod at Creg Willeys. Another digger, Clarrie Dunn (A.J.S.), bounced the sand bags at Laurel Bank and gave them best, though he retired unhurt. Eric Hinton (Norton), yet another Aussie, also stopped at Laurel Bank—to adjust his clutch. He pressed on quickly, only to retire later when the rear brake packed up.

Once again the leader board shuffled though Surtees continued to hold off all comers. Chadwick's skill and dash gave rise to universal admiration when they carried him forward from fifth to third. Tanner moved up to fourth. At the end of the third lap Anderson was sixth. King's second berth was safe. He was proving himself a true genius of the McIntyre breed, but anything could happen in his rear. Only 12.8s covered the third, fourth, fifth and sixth men. Young Mike Hailwood (Norton), racing in the Island for the first time, lay 12th—a remarkable showing, but one that was hardly unexpected.

The MV monopoly continued, and so did the retirement rate. Arthur Wheeler (A.J.S.), that gamest of game veterans, gave up when an oil pipe fractured at Braddan Bridge. Two more engines seized—Brian Purslow's Norton at Sulby and Den Jarman's A.J.S. at Glen Helen. As these facts were being digested, Hartle arrived back at the pits, his long push in over at last. King continued to present the only real threat to Surtees' bastion, but



On his way to 18th place is J. D. Anderson (A.J.S.) at Signpost Corner. He was a member of the winning club team, the New Zealand A.C.U.

LEADERS LAP BY LAP

Lap 1

		Time m	Time s	Speed m.p.h.
1.	J. Surtees (MV Agusta)	23	43.4	95.42
2.	R. McIntyre (Norton)	24	13.6	93.44
3.	A. King (Norton)	24	41.4	91.68
4.	R. Anderson (Norton)	24	49.4	91.19
5.	G. B. Tanner (Norton)	25	03.8	90.32
6.	K. R. Campbell (Norton)	25	06	90.19
7.	D. Minter (Norton)	25	08.8	90.02
8.	W. A. Holmes (Norton)	25	10	89.95
9.	G. A. Catlin (Norton)	25	13.6	89.73
10.	D. V. Chadwick (Norton)	25	14.6	89.68
11.	A. J. Trow (Norton)	25	16.4	89.57
12.	E. M. Haldane (Norton)	25	30.2	88.77

Lap 2

1.	J. Surtees (MV Agusta)	47	34	95.20
2.	A. King (Norton)	49	08.4	92.17
3.	R. Anderson (Norton)	49	34.8	91.34
4.	K. R. Campbell (Norton)	49	43.8	91.05
5.	D. V. Chadwick (Norton)	49	45.8	90.99
6.	G. B. Tanner (Norton)	49	49.8	90.87
7.	G. A. Catlin (Norton)	49	54	90.74
8.	D. Minter (Norton)	49	57.8	90.63
9.	W. A. Holmes (Norton)	49	59.4	90.58
10.	A. J. Trow (Norton)	50	01	90.53
11.	T. S. Shepherd (Norton)	50	24.8	89.85
12.	E. M. Haldane (Norton)	50	41.4	89.34

Lap 3

		Time h	Time m	Time s	Speed m.p.h.
1.	J. Surtees (MV Agusta)	1	11	29.4	95.01
2.	A. King (Norton)	1	13	38.8	92.23
3.	D. V. Chadwick (Norton)	1	14	17.8	91.42
4.	G. B. Tanner (Norton)	1	14	18.4	91.41
5.	K. R. Campbell (Norton)	1	14	23.8	91.31
6.	R. Anderson (Norton)	1	14	30.6	91.16
7.	G. A. Catlin (Norton)	1	14	37	91.03
8.	D. Minter (Norton)	1	14	40	90.97
9.	T. S. Shepherd (Norton)	1	14	42.2	90.93
10.	W. A. Holmes (Norton)	1	14	44.8	90.88
11.	J. Buchan (Norton)	1	15	36	89.84
12.	M. Hailwood (Norton)	1	15	38.6	89.80

Lap 4

1.	J. Surtees (MV Agusta)	1	36	01.4	94.31
2.	A. King (Norton)	1	38	43	91.74
3.	G. B. Tanner (Norton)	1	38	48.8	91.65
4.	T. S. Shepherd (Norton)	1	38	57.6	91.51
5.	G. A. Catlin (Norton)	1	39	15	91.25
6.	D. V. Chadwick (Norton)	1	39	33.4	90.97
7.	K. R. Campbell (Norton)	1	39	54.6	90.64
8.	D. Minter (Norton)	1	39	59.2	90.58
9.	R. Anderson (Norton)	1	40	18.8	90.28
10.	J. Buchan (Norton)	1	40	30.8	90.10
11.	M. Hailwood (Norton)	1	41	14.8	89.44
12.	E. G. Driver (Norton)	1	41	33.8	89.17

Lap 5

1.	J. Surtees (MV Agusta)	1	59	55.6	94.40
2.	A. King (Norton)	2	03	16.6	91.83
3.	D. V. Chadwick (Norton)	2	03	55.4	91.35
4.	G. B. Tanner (Norton)	2	04	02.2	91.27
5.	T. S. Shepherd (Norton)	2	04	13	91.13
6.	K. R. Campbell (Norton)	2	04	30.4	90.92
7.	G. A. Catlin (Norton)	2	04	37.4	90.84
8.	D. Minter (Norton)	2	04	42.2	90.78
9.	R. Anderson (Norton)	2	05	22.8	90.28
10.	J. Buchan (Norton)	2	06	02.2	89.82
11.	M. Hailwood (Norton)	2	06	24.2	89.56
12.	E. G. Driver (Norton)	2	06	42.6	89.34

Lap 6

1.	J. Surtees (MV Agusta)	2	24	01.2	94.32
2.	D. V. Chadwick (Norton)	2	28	25.2	91.53
3.	G. B. Tanner (Norton)	2	28	37.4	91.40
4.	T. S. Shepherd (Norton)	2	28	43.2	91.34
5.	G. A. Catlin (Norton)	2	29	27.6	90.89
6.	K. R. Campbell (Norton)	2	29	31.8	90.84
7.	A. King (Norton)	2	29	53.2	90.63
8.	D. Minter (Norton)	2	29	54.8	90.61
9.	R. Anderson (Norton)	2	30	11.8	90.44
10.	J. Buchan (Norton)	2	31	02.4	89.94
11.	M. Hailwood (Norton)	2	31	40	89.57
12.	E. G. Driver (Norton)	2	31	53.4	89.44

it seemed that the strategic equation could not be cancelled by riding skill and guts alone. Nevertheless, Surtees' pit crew watched King's clock with close interest, if not exactly with anxiety.

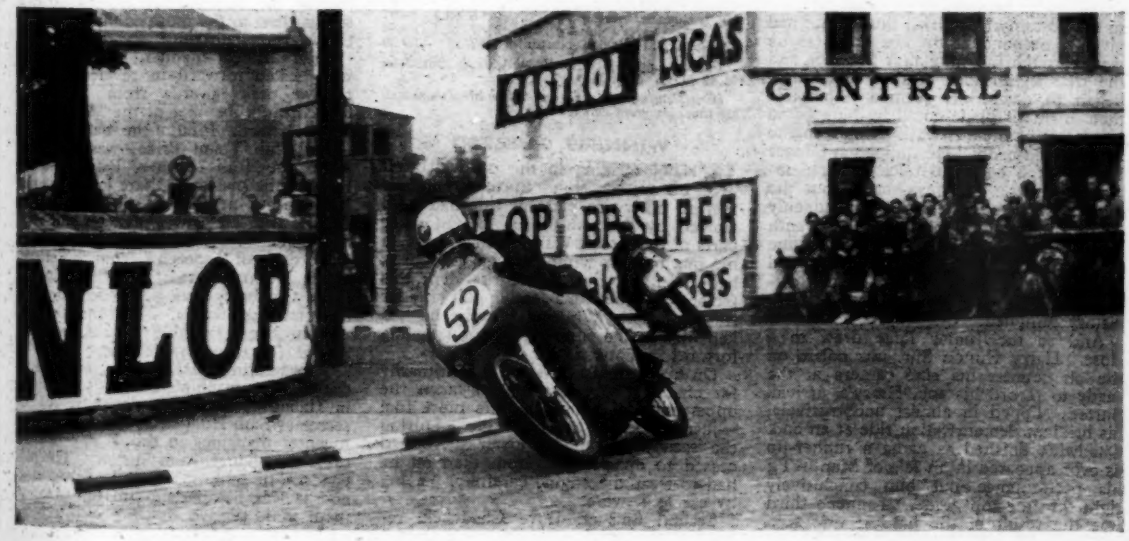
Not too much emphasis should be placed on the table of leaders after four laps. Though considerable place trading appeared to have taken place most of it arose from the fact that some riders tanked up after three laps and others after four; another lap was necessary before true focus became re-established. However, there were cheers for the South African Paddy Driver (Norton) when he slipped up into 12th place, just 19s behind Mike Hailwood. The first A.J.S. was piloted by Bob Brown and lay 13th.

After the tension of the first two laps the middle stages of the Junior lacked excitement. There was time to breathe again, to take stock; to note, for instance, that Mona's weather was behaving still and would do so for the remaining laps. Time to breathe? Hardly even then, for at that stage Trow, the third member of the Slazenger team, went out between Ballacraine and Kirkmichael. Canada's R. J. Webster (Norton) retired with engine trouble at Glen Helen. E. A. Lavington came off his Velocette at Brandywell and sustained rib injuries.

Lap 5 brought no significant changes. Surtees' lead over King was a whole 3m 21s. No rider on earth could do anything about a deficit like that. King headed Chadwick by over half a minute, though Chadwick was only 6.8s in front of Tanner. All the signs were that the pattern was finally set. Surtees had only to finish to win. It seemed that the heart stoppings were over, that after so momentous a beginning the 1958 Junior was to fizzle out quietly, like a rocket gone wrong after putting its satellite into an orbit.

But the excitement was not over yet. Surtees swooped round his sixth lap, ex-

Above: Sole United States representative, John Marcotte, takes his A.J.S. round the hairpin turns at Governor's Bridge; he finished 46th at 77.93 m.p.h. In the shot below, Terry Shepherd, who finished fourth, chases Bob McIntyre in Parliament Square, Ramsey; both ride Nortons



Alastair King (Norton), who was second for four laps of the race but was relegated to sixth place by a persistent misfire; here he enters the Glencrutchery Road

ploiting to the full his power superiority and incredible riding skill. He threw away fly-smeared goggles out Braddan way and completed the lap without them—an eye-searing lap that must have caused him acute pain. Before he started on his last lap he made his third stop, took on fresh goggles and set off, his engine sending shrieking echoes all over Douglas. No power unit ever sounded more healthy.

There was consternation when Alastair King went off the leader board as the times for the sixth lap were hoisted. Scots' hopes plummeted from the heavens to the bottom of the Irish Sea. King had given a despondent thumbs down as he went through the start after five laps and the true significance of that signal now began to dawn. It seemed impossible that so fine a blade could be blunted so late. But possible it was. King's engine was missing badly. He stopped at Ginger Hall, though he could trace nothing obviously amiss. He push-started but the misfire persisted, then cleared suddenly on the Mountain climb. On his seventh lap the engine ran with all its earlier tune but the delay proved fatal and dropped the dashing King to sixth. Of such disappointments are the pages of T.T. history compiled.

And so the Junior Race drew to a close. Harry Hinton Snr. was poised on the pit counter his ciné camera at the ready to record his son, Harry's, arrival. Surtees slipped in almost unobtrusively, his brilliant demonstration ride at an end. Chadwick finished as game a runner-up as ever appeared in an Isle of Man T.T.; his performance put him conclusively right into the top grade. Tanner's third was the result of the hardest ride seen in many a day; he is of the stuff of which true champions are made. In spite of the retirement rate among the aces, the standard of reliability paid a proud tribute to the motor-cycle industry—there were 50 finishers in all.

Finishing Order

	h	m	s	m.p.h.
1. J. Surtees (MV Agusta) ..	2	48	38.4	93.97
2. D. V. Chadwick (Norton)	2	52	50.6	91.68
3. G. B. Tanner (Norton)....	2	53	06.4	91.54
4. T. S. Shepherd (Norton)	2	53	06.6	91.54
5. G. A. Catlin (Norton)	2	54	24.8	90.86
6. A. King (Norton)	2	54	28.4	90.83
7. K. R. Campbell (Norton)..	2	54	52	90.62
8. R. H. F. Anderson (Norton)	2	54	53.6	90.61
9. D. Minter (Norton)	2	55	04	90.52
10. J. Buchan (Norton)	2	56	08.2	89.97
11. E. G. Driver (Norton)	2	57	12.8	89.44
12. S. M. B. Hailwood (Norton)	2	57	17	89.39

Fastest Lap.—J. Surtees (MV Agusta). 23m 43.4s, 95.42 m.p.h. (first lap).

(Complete finishing order and full details of individual lap times are given on page 687).

WINNERS QUIZZED

WHEN relaxing in the paddock after his victory, John Surtees remarked that an otherwise pleasant ride had been marred by the swarms of flies at some parts of the circuit. The sponge, kept on the machine for wiping his goggle lenses, had been lost during the first lap; this factor explained his early pull in for fresh goggles. While at the pits he had kept his engine running, slowly crawling forward in bottom gear.

On his sixth-lap pit stop, also primarily for changing goggles, he had taken the opportunity of adding a little more fuel—just to be on the safe side. During the second lap the revmeter drive had ceased to operate and from then on he had to treat the engine carefully, playing by ear as it were.

Second finisher, Dave Chadwick, reported that he had taken things calmly on the opening lap but, on being given his placing (tenth) by his pit attendants, he decided it was time to open the taps a little wider. The Norton had given him little trouble except that by the fifth lap bottom gear had become difficult to engage; luckily the bother was only temporary, and at the end of the race gear-changing was as sweet as ever.

Also in gear-pedal trouble was third man, Geoff Tanner, but in his case the cause was external; so enthusiastically did he crank the model over on right-hand bends that on a score of occasions the pedal hit the ground, throwing the machine out of gear. Obviously delighted with his ride, Geoff said that, apart from the gear difficulty, it had been great fun.

MACHINES INSPECTED

EVIDENCE was abundant that all three winning mounts had been wholesale insecticides; the front number plates and windshields were thickly plastered with dead flies. Though slack, the rear chain of John Surtees' MV Agusta retained plenty of life; oil coated the rear-wheel rim but had not reached the tyre.

Remarkably clean were the Nortons of Dave Chadwick and Geoff Tanner. Piston crowns and cylinder heads bore an oil-blacked appearance indicating that carburation had been judged to a nicety. Tanner's rear brake was rather more worn than that of Chadwick; the left footrest had grounded and was bent upward slightly, while the gear-pedal rubber was worn through for a similar reason.

Condition of tyre treads and the adjustment of clutch and front-brake controls, on Nortons and MV alike, could not be faulted.

RIDERS HONOURED

THE light rain which spattered Douglas on the evening may have been good for flowers in the Villa Marina gardens—but it was also responsible for transferring the prize-giving ceremony from the gardens to the more confined space of the Marina Ballroom.

In traditional manner, replica winners were called forward in reverse order to receive their awards from Sir Ralph Stevenson, a member of the Manx Legislative Council. First of the major trophies—the Club Team Prize—was presented when the 16th finisher, Peter Pawson, reached the platform; there he was joined by the other members of the New Zealand A.C.U. trio, Noel McCutcheon and John Anderson.

To cries of "speech" from the crowd, Geoff Tanner darted from the dais, but Dave Chadwick was persuaded to say a few modest words He thanked his entrant for a reliable mount, and the A.C.U. for an enjoyable race.

Representing MV Agusta, entrants of the winning machine, Nello Pagani spoke in Italian—roughly translated by A.C.U. secretary Sam Huggett as "we are pleased to enter machines in the T.T." Finally came the winner, John Surtees. The MV concern, he said, had put a lot into racing, and it was his pleasure to try to bring them some success.

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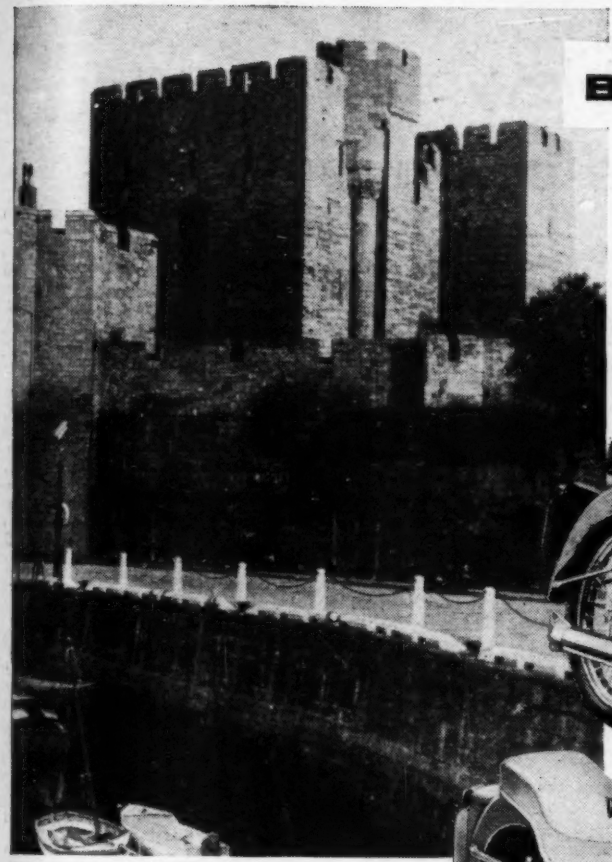

Photo by courtesy Isle of Man Tourist Board.

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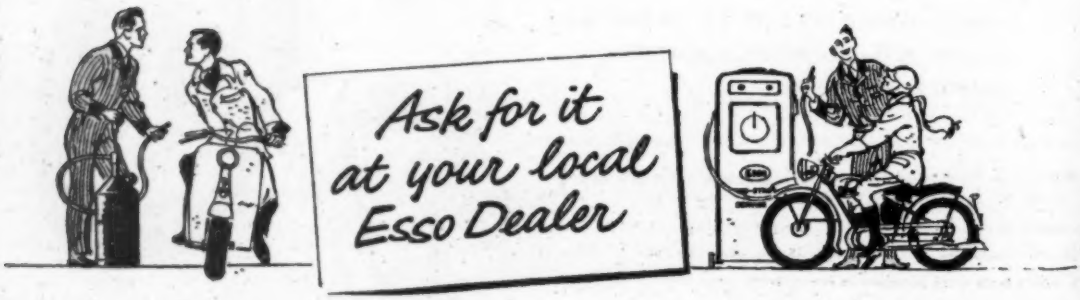


INTERNATIONAL JUNIOR T.T.—350 c.c.

Final Positions and Individual Lap Times

	Rider and Machine	First Lap	Second Lap	Third Lap	Fourth Lap	Fifth Lap	Sixth Lap	Seventh Lap	Total Time	Average Speed
		m s	m s	m s	m s	m s	m s	m s	h m s	m.p.h.
1	**J. Surtees (MV Agusta)**	**23 43.4**	23 50.6	23 55.6	24 31.8	23 54.2	24 05.6	24 37.2	2 48 38.4	93.97
2	**D. V. Chadwick (Norton)**	25 14.6	24 31.2	24 32	25 15.6	**24 22**	24 29.8	24 25.4	2 52 50.6	91.68
3	**G. B. Tanner (Norton)**	25 03.8	24 46	**24 28.6**	24 30.4	25 13.4	24 35.2	24 29	2 53 06.4	91.54
4	T. S. Shepherd (Norton)	26 09.6	**24 15.2**	24 17.4	24 15.4	25 15.4	24 30.2	24 23.4	2 53 06.6	91.54
5	G. A. Catlin (Norton)	25 13.6	24 40.4	24 43	**24 38**	25 22.4	24 50.2	24 57.2	2 54 24.8	90.86
6	A. King (Norton)	24 41.4	**24 27**	24 30.4	25 04.2	24 33.6	26 36.6	24 35.2	2 54 28.4	90.83
7	K. R. Campbell (Norton)	25 06	24 37.8	24 40	25 30.8	**24 35.8**	25 01.4	25 20.2	2 54 52	90.62
8	R. H. F. Anderson (Norton)	24 49.4	24 45.4	24 55.8	25 48.2	25 04	25 49	**24 41.8**	2 54 53.6	90.61
9	D. Minter (Norton)	25 08.8	24 49	**24 42.2**	25 19.2	24 43	25 12.6	25 09.2	2 55 04	90.52
10	J. Buchan (Norton)	25 39.6	25 02.4	**24 54**	24 54.8	25 31.4	25 00.2	25 05.8	2 56 08.2	89.97
11	E. G. Driver (Norton)	25 32.2	25 12.8	**24 57.8**	25 51	25 08.8	25 10.8	25 19.4	2 57 12.8	89.44
12	S. M. B. Hailwood (Norton)	25 36.2	25 06.2	**24 56.2**	25 36.2	25 09.4	25 15.8	25 37	2 57 17	89.39
13	R. B. Rensen (Norton)	25 39	25 07	25 12	26 03.2	25 15.2	25 05.8	**25 01**	2 57 23.2	89.34
14	R. N. Brown (A.J.S.)	25 49.4	25 21.6	25 17.8	25 08.8	26 08	25 21.2	**25 08.6**	2 58 15.4	88.91
15	E. M. Haldane (Norton)	25 30.2	**25 11.2**	25 16.6	25 54.6	25 23	25 32.2	25 52.2	2 58 40	88.70
16	P. R. Pawson (Norton)	25 49.8	25 17.2	**25 14**	25 57	25 23	25 29.8	25 37	2 58 47.8	88.64
17	J. Ahearn (A.J.S.)	26 03.6	25 33.8	**25 20.8**	25 32.2	25 48.8	25 22.8	25 28.4	2 59 10.4	88.42
18	J. D. Anderson (A.J.S.)	26 01	**25 25**	25 27.2	25 29	26 21.6	25 46.2	26 03.6	3 00 33.6	87.78
19	N. C. McCutcheon (A.J.S.)	26 05.6	25 46.2	25 45	26 38	25 49.6	**25 43.6**	25 45	3 01 33	87.29
20	K. H. Tostevin (Norton)	26 24.2	25 29.4	**25 31**	26 30	25 41.4	25 50.8	26 09	3 01 35.8	87.28
21	L. Carr (A.J.S.)	26 23.6	25 49.6	**25 29.2**	25 35.4	26 38.4	25 50.4	26 02	3 01 48.6	87.17
22	B. P Setchell (Norton)	26 30.4	25 51.8	25 37	**25 36**	25 57.6	26 39.2	25 57.4	3 02 09.4	87.01
23	J. J. Wood (A.J.S.)	26 15.6	**25 36**	25 42.4	26 50.4	25 49.8	26 08.6	25 57.6	3 02 20.4	86.92
24	J. A. Redman (Norton)	26 24.8	25 56	25 49	**25 40.6**	26 23	25 56	26 20.6	3 02 30	86.84
25	W. S. Mizen (A.J.S.)	26 38	26 06	25 55.4	26 31.6	**25 51.2**	25 56.4	26 01.8	3 03 00.4	86.60
26	L. S. Rutherford (A.J.S.)	26 10.2	26 03	**25 57.4**	26 03.8	26 52.4	27 07.4	26 14	3 03 28.2	86.38
27	G. R. Costain (Norton)	26 04	**25 34.8**	25 54.4	26 29.8	26 16	26 30	26 43.4	3 03 32.4	86.35
28	F. J. Higgins (A.J.S.)	26 27.6	26 12.4	26 19	27 12.4	**25 58**	26 03	26 35.2	3 04 45.6	85.78
29	W. A. Smith (A.J.S.)	26 56.8	26 42.8	26 24.8	**26 18.8**	26 54.6	26 29.6	26 23.6	3 06 12	85.11
30	A. K. Howth (Norton)	26 30	26 34.8	26 20.4	26 39.8	**26 01.2**	26 47.4	27 24.6	3 06 18.2	85.07
31	R. A. Rowbottom (Norton)	26 33.8	**26 21.2**	26 25.2	27 05.8	26 34.2	26 44.2	26 53.4	3 06 37.8	84.92
32	T. Phillis (Norton)	27 06.2	27 13.8	26 18.8	26 17.4	27 10	**26 16**	26 26	3 06 48.2	84.84
33	P. Palmer (A.J.S.)	26 34.8	**26 12**	26 34.8	26 42	27 32.4	27 12.2	27 28.2	3 08 16.4	84.18
34	E. Cheers (B.S.A.)	27 35.6	**26 34.4**	26 34.6	26 36.8	27 19.6	26 43	26 53	3 08 17	84.17
35	L. Flury (A.J.S.)	27 13	**26 27.4**	26 52.2	27 33	26 38.4	27 02.2	27 31.6	3 09 17.8	83.72
36	W. Roberton (Norton)	27 13	**26 44**	26 48.2	27 56.4	27 13.2	27 10.2	27 06.6	3 10 11.6	83.33
37	H. Hinton (Velocette)	27 22.4	26 50.8	26 53.6	**26 26.2**	27 50.4	26 38.4	28 40.2	3 10 42	83.11
38	H. Plews (Norton)	26 42	**26 05.6**	26 12.4	32 01.8	26 28.6	26 27.4	27 13.4	3 11 11.2	82.90
39	W. C. Hancock (Norton)	27 23.2	**26 39.2**	27 18.6	28 44.2	26 56.2	27 05.8	27 11	3 11 18.2	82.84
40	J. W. Beevers (Norton)	27 37	**27 00**	27 03.8	27 13.6	28 12.8	27 04.8	27 16	3 11 28	82.77
41	R. Ferguson (Norton)	27 18.4	**27 03.8**	27 09	27 06.8	27 56.6	27 25.2	27 32.6	3 11 32.4	82.74
42	L. P. Young (A.J.S.)	27 53.2	**27 25.2**	27 40.8	28 02	27 33	27 32.4	28 26.6	3 14 33.2	81.46
43	J. L. Tompsett (A.J.S.)	27 08.2	**26 55.2**	26 55.8	27 52	27 03.8	27 04.6	32 53.2	3 15 52.8	80.91
44	A. Burt (A.J.S.)	27 57.4	27 49.6	**27 48.2**	28 50.8	27 52.2	28 11.4	27 52.6	3 16 22.2	80.71
45	A. H. Mustard (Norton)	27 55.8	27 34.6	**27 23.2**	34 50.2	28 36.6	27 41.8	27 37.8	3 21 40	78.59
46	J. R. Marcotte (A.J.S.)	29 20.6	28 44.4	28 52.6	29 16.6	28 43.6	30 12.4	**28 21.8**	3 23 32	77.93
47	A. R. Capner (B.S.A.)	28 53	28 53.6	31 04.8	28 55.4	29 23.8	29 37	**28 22.6**	3 25 10.2	77.25
48	G. A. Northwood (Norton)	30 00.2	29 21.4	**29 09.4**	30 23.8	29 21.6	29 19.8	29 29	3 26 57.2	76.58
49	K. W. James (A.J.S.)	27 07	26 43.8	26 37.6	27 27.8	**28 17.2**	26 22.8	52 33.2	3 33 09.4	74.35
50	V. W. Cottle (A.J.S.)	29 37.8	28 58.6	28 48	29 13.2	**28 20.4**	28 45.4	44 44.8	3 38 28.2	72.54
	J. Alexander (Norton)	28 06.4	27 36	**27 24.8**	27 50.6	29 03.4	29 24.4			
	D. T. Powell (Norton)	26 11.8	**25 41.2**	25 42.8	25 49.6	26 41.6				
	D. D. Wolff (Norton)	26 22.8	**26 21**	26 28.4	27 31.2	26 42.6				
	R. Fay (Norton)	26 03.6	**25 40.2**	25 46	27 06.4	30 02.6				
	R. J. Webster (Norton)	28 35.8	28 06	**27 53**	37 14.8					
	E. Hinton (Norton)	25 46	**25 11.4**	36 01.2	25 28.4					
	W. A. Holmes (Norton)	25 10	24 49.4	**24 45.4**	34 31.6					
	A. E. Moule (Norton)	28 29.4	**28 01**	28 06.6	28 10					
	D. Jarman (A.J.S.)	26 50	**26 30.6**	26 48						
	E. A. Lavington (Velocette)	29 35.8	29 32	**29 25.6**						
	B. Purslow (Norton)	26 05	25 17.8	**25 15**						
	R. G. Thomson (A.J.S.)	26 41.4	**26 06.2**							
	A. F. Wheeler (A.J.S.)	27 01.6	**26 44.2**							
	C. A. Dunn (A.J.S.)	30 05	**29 21.4**							
	A. J. Trow (Norton)	25 16.4	**24 44.6**							
	R. McIntyre (Norton)	24 13.6								
	J. G. Hempleman (Norton)	29 29.2								

Retired First Lap.—D. G. Chapman (Norton); J. Siffert (Norton); G. E. Duke (Norton); J. Hartle (MV Agusta); M. P. O'Rourke (Norton); L. R. Langlands (A.J.S.); J. Brett (Norton); R. H. Dale (Norton).

Fastest Lap.—J. Surtees (MV Agusta), first lap, 23m 43.4s, 95.42 m.p.h.

Manufacturers' Team Award.—No manufacturers' teams entered.

Club Team Award.—New Zealand A.C.U.: P. R. Pawson (Norton), N. C. McCutcheon (A.J.S.), J. D. Anderson (A.J.S.).

First-class Replicas.—Numbers 1 to 35 inclusive (time limit: 3h 9m 43.2s).

Second-class Replicas.—Numbers 36 to 45 inclusive (time limit: 3h 22m 22.2s).

Each rider's fastest lap is shown in heavy type.

Two Production Racers

VIC WILLOUGHBY COMPARES DAVE CHADWICK'S NORTON WITH BOB BROWN'S A.J.S. AFTER RIDING THEIR MOUNTS FOLLOWING THE JUNIOR RACE

IF you discount a brace of MV Agusta fours and the calibre of the riders (some discount, I grant you), then Monday's Junior Race might almost have been a seven-lap Manx Grand Prix. The vast majority of the entries were dealer-sponsored or private. Nearly every machine on the course was a production racer paid for with hard-earned cash. That was certainly the case with the two models I galloped over a stretch of the Mountain road on Monday afternoon—the first Norton and the first A.J.S. to finish. They were the Model 40 Manx which Dave Chadwick rode into second place at 91.68 m.p.h. and Bob Brown's 7R which finished 14th at 88.91 m.p.h.

Over the last two or three years the winning or placed Junior machines I have tried out have more often than not had a maximum speed of between 130 and 140 m.p.h. You might think the 120 m.p.h. top speed of Chadwick's and Brown's models a trifle slow by comparison. But remember the faster jobs were factory specials with full frontal streamlining whereas only dolphin-pattern fairings are now permitted. Full dustbins, as the frontal fairings were commonly called, were generally reckoned to step up top speed by about eight per cent, whereas Chadwick tells me his Peel plastic fairing enables him to pull a gear half a tooth higher than when the model is naked. In plain language that is an increase of about two and a half per cent. So, considering his engine was inclined to over-rev at the bottom of the Baaregarroo drop, we can reckon his present fairing boosts his maximum speed by three per cent.

In fact, the top speed of Chadwick's and Brown's models is roughly the same as that of Ray Amm's Junior-winning naked factory Norton which I cantered in 1953. (Amm's race and lap speeds were about 1 m.p.h. down on Chadwick's.) Naturally, in view of the exacting nature of the T.T. course, the 10 to 20 m.p.h. speed advantage of streamlined factory specials was reflected in a lap-speed superiority of only about 2 m.p.h.—except for Bob McIntyre's fantastic 97.42 m.p.h. last year on his Gilera four and John Surtees' 95.42 m.p.h. on Monday on the Agusta.

But speed is not the be-all and end-all of a road-race model and it is not the only feature which improves step by step as the years go by. As a result of minor suspension and frame modifications, both the Norton and the A.J.S. handle appreciably better than did the production racers of, say, four or five years ago.

Watched by a crowd of enthusiasts, Vic Willoughby bumps Dave Chadwick's second-place Norton into life on the Mountain road after Monday's race

First A.J.S. home, in 14th place, was ridden by that brilliant Australian Bob Brown. Here is Willoughby trying the model's paces. The machine finished in excellent condition and virtually ready for its next race

Belonging to the Barrow Motor Co. of Northenden, Manchester, Chadwick's Norton finished the race unusually clean. Precious little oil had found its way out of the engine and, when I met Dave at the East Mountain Box as soon as he had reassembled the unit after official measuring, I was surprised by the absence of the oil film usually flung on to the rear tyre by the chains. The secret there was the generous use of felt on the frame tubing to absorb surplus oil.

It is uncanny how the Manx Norton riding position seems to suit nearly everybody down to the ground. If I posed in the most comfortable and compact crouch possible and someone filled in the gaps with a motor cycle, it could not fit me better than Chadwick's Norton. And at all speeds up to maximum it felt extremely stable and firm whether it was upright or canted well over. It is true there is a limit to the ear'oling one can safely indulge in on open roads but I did occasionally get a clear run, through some of the curves between the Guthrie Memorial and the East Mountain Box, and the Norton responded to knee and arm pressure like a veritable dream model. It made high-speed curve swerving seem one of the safest pastimes imaginable.

Power peak occurs at about 7,800 r.p.m. and if the revs are allowed to drop below 5,200 r.p.m. on full throttle the exhaust system gives the show of temperament usually known as megaphonitis. But that engine speed is well below the normal racing range except on tight turns such as Governor's Bridge, Ramsey Hairpin and the Gooseneck. And there the clutch can be slipped with impunity to keep the revs up. Alternatively, easing the throttle mitigates the bother, though that technique is scorned by racing men.

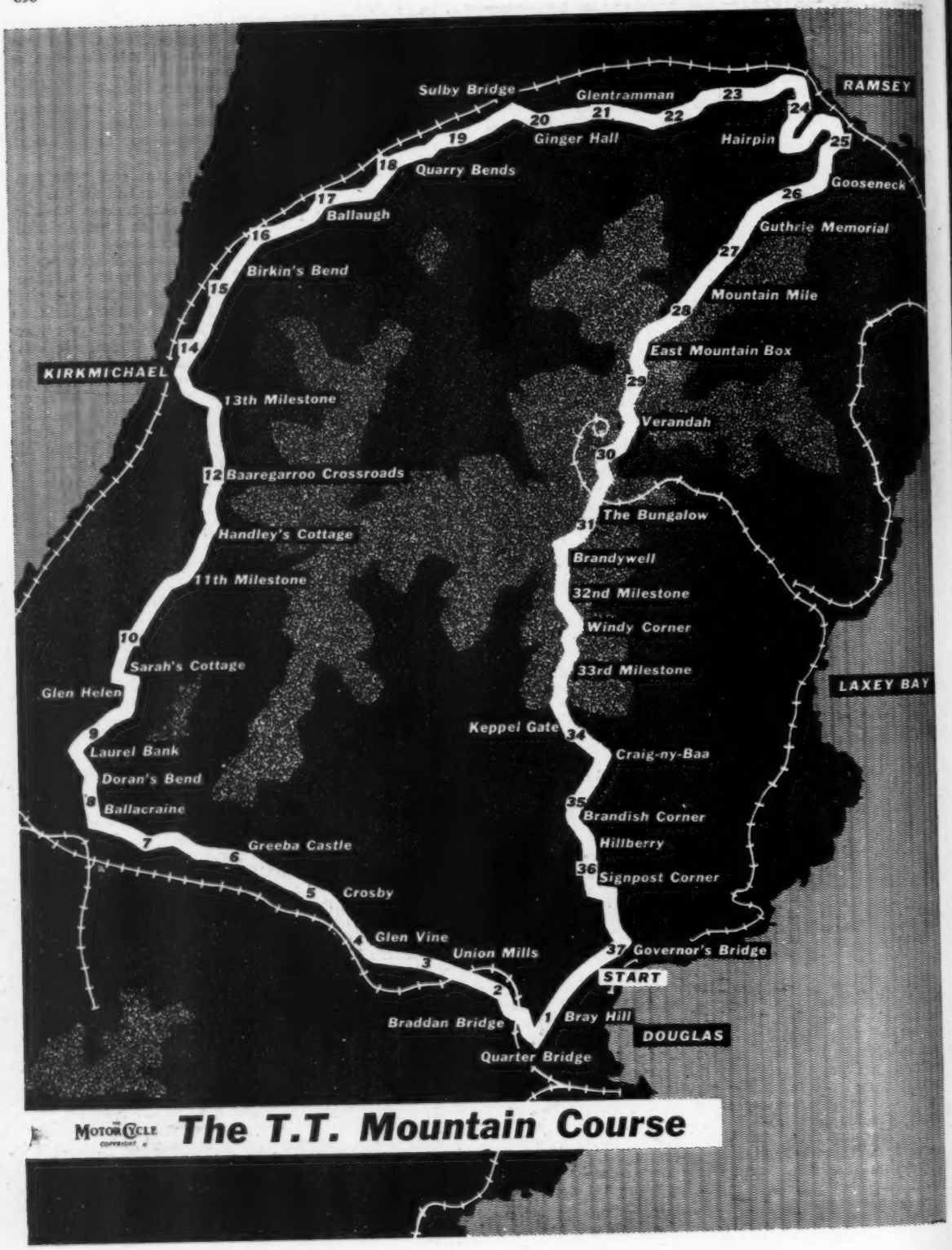
The Norton is fitted with the latest A.M.C. gear box and the upward change was delightful. Indeed, so was the downward change except from second gear to bottom. Bottom gear dogs were sometimes a shade reluctant to engage and Dave noted the same thing during the race. Doubtless a little more backlash in the dogs would put that right. For the record, it might be mentioned that Chadwick pulled a top gear of 4.98 to 1, hit the bottom of Baaregarroo at 124 m.p.h., reached 120 m.p.h. on the Sulby Straight and only about 3 m.p.h. less on the Mountain Mile. On the blind bends above Guthrie's I was naturally unable to take a racing line; nevertheless, I saw 7,200 r.p.m. indicated in top gear along the Mile—112 m.p.h. That is equal to the speed of my long-stroke five-hundred Manx Norton in 1953 at the bottom of Baaregarroo. Such is progress. Braking was really powerful and controllable, and I found one advantage of dolphin fairings over dustbins: an appreciable increase in steering lock.

In all relevant facts and figures Bob Brown's A.J.S. bore a striking resemblance to the Norton. Maximum power (39 b.h.p.) is developed at 7,400 to 7,800 r.p.m. and top gear on Monday was 4.95 to 1. At 5,000 r.p.m. the upper limit of megaphonitis was a shade farther from the normal rev band, but again the phenomenon was no more than academic. Speed at the foot of 'garroo was just about identical, though along Sulby and the Mountain Mile Brown did not quite reach Chadwick's speed. But then, Dave is very slightly built and, at 9 st 10 lb, he must weight a stone or two less than Brown.

Also, Bob lost the balance weight from his front wheel early on and that made the front end a bit cantankerous on fast bends—such as the Quarries preceding the Sulby Straight. I could feel the front fork dithering at speed along the Mountain Mile. That apart, about the only differences noticeable between the A.J.S. and the Norton were Bob's longer riding position, the lower and flatter windscreen of the Earles fairing and a slight feeling of tautness. But the 7R could be thrown into bends just as confidently, while the braking and gear change were indistinguishable from the Norton, even to the occasional obstinacy of the bottom-gear dogs.

But what tickled me about the A.J.S. was its tractability. I took it straight up the Mountain from the finishing enclosure when the engine had scarcely had time to cool. And the density of traffic reminded me of Blackpool promenade on a Bank Holiday. But the 7R started readily on full advance, pobbled along happily at a fast tickover and opened up cleanly right through the rev range provided full throttle was avoided until the engine speed had reached 5,000 r.p.m.

Finally, both the Norton and the Ajay will go forward to their next race with no more attention than a wash, a quick checkover and, perhaps, slight adjustment of chains and brakes. And, needless to say, with my very best wishes


RAMSEY
Sulby Bridge
Glentramman
Ginger Hall
Hairpin
Quarry Bends
Gooseneck
Ballaugh
Guthrie Memorial
Birkin's Bend
Mountain Mile
East Mountain Box
KIRKMICHAEL
13th Milestone
Verandah
Baaregarroo Crossroads
The Bungalow
Handley's Cottage
Brandywell
11th Milestone
32nd Milestone
Windy Corner
Sarah's Cottage
33rd Milestone
LAXEY BAY
Glen Helen
Keppel Gate
Laurel Bank
Craig-ny-Baa
Doran's Bend
Ballacraine
Brandish Corner
Hillberry
Greeba Castle
Signpost Corner
Crosby
Glen Vine
Union Mills
Governor's Bridge
START
Braddan Bridge
Bray Hill
DOUGLAS
Quarter Bridge
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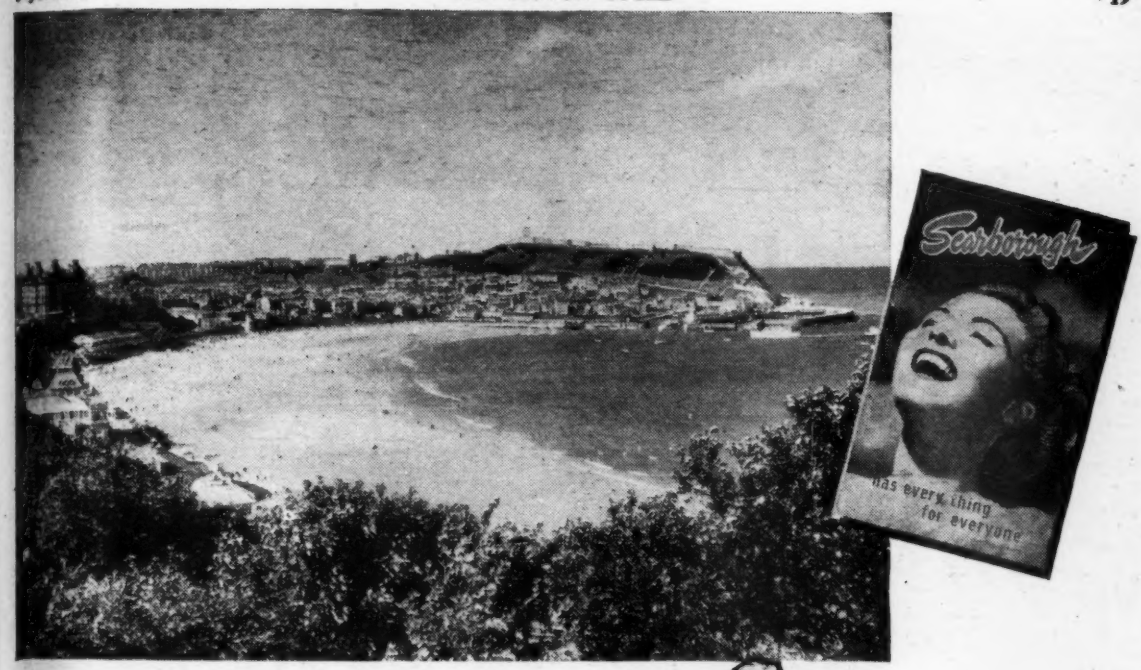

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COMPETITION *Commentary* BY RALPH VENABLES

"International" Overture

Preparing for the I.S.D.T. Talent Spotters at the Welsh Three-Day Trial : Avery Retires

A COUPLE of weeks ago I was at Bordon to see the selection tests for Army riders going to the Welsh Three-Day Trial (and thence to the International Six Days' Trial). As might be expected, Pat Brittain put up the most impressive performance in the 150-mile cross-country ride which occupied most of one day. The civilian selection tests to be incorporated in the Welsh Three-Day Trial (June 18, 19, 20) hold promise of more than usual interest this year. All the 1956 Trophy teamsters are included except Ted Usher (who was invited, but politely declined the offer). Gordon Jackson has been invited but it is unlikely that he will take part. The logical successor to Ted would appear to be Dave Curtis.

GREAT efforts are being made to ensure that the routes and schedules for the "Welsh" should prove equally suitable for selected riders and private owners. Earlier this month H. P. Baughan, clerk of the course, together with Jack Stocker, famous ex-I.S.D.T. teamster, and Chris Stagg, chief route marshal for the 1950 and 1954 "Internationals," carried out a comprehensive survey. Each day's route will embrace two laps, with a lunch stop at Llandrindod Wells. Mileages will be 210 for the first day and 230 for the second and third days. Mr. Baughan, by the way, assures me that more than the invited riders will be under A.C.U. surveillance. The talent spotters will be on the lookout for adding to their list of "possibles."

FOUR British riders will be going over to compete in the Swedish Army Championship Trial on June 13. They are Sgt. T. H. Challoner, Sgt. A. Nicholson, Sgt. A. Timms and Sgt. D. H. Brooker. After Brooker's achievement in losing only eight marks in the Sunbeam "200" he must surely rank as one of the finest riders at present in the Army—for he had a late number (only four from the end) and was thus forced to contend with the worst of the weather along the whole of the notorious 33-mile stretch of Ridge Way.

The news that the Smiths people were making a film about trials riding was announced a few weeks ago. Here a location shot is being taken with Smiths' John Coveney playing the "novice" role. Pipe in mouth, Hugh Viney looks on

PEOPLE who saw John Avery's unfortunate crash during the March Hare Scramble at Aldworth 11 weeks ago will not be surprised to learn that he has decided to retire from the sport. He started competition riding on his 16th birthday (26 November 1945) in one of the Cheltenham Home Guard events that helped to put trials back on the map soon after the war—and, appropriately enough, he won. It was not until the summer of 1946 that Avery rode in his first scramble—the Berkshire Grand National on that self-same Aldworth course where he was to meet with disaster 12 years later. His machine was a two-fifty B.S.A. with girder fork, silencer, rear stand, number plates and ordinary roadster tyres.

WHAT a change was to come! By 1952 John was the country's leading scrambler. He won the Sunbeam Point-to-Point, the Cotswold Scramble, the Swedish Moto-Cross Grand Prix and innumerable lesser events both at home and abroad. He represented Britain in the Moto-Cross des Nations. He was awarded the A.C.U. Scrambles Star. I cherish vivid recollections of John winning the Point-to-Point that year, for as I held out the chequered flag I was rewarded with a flashing grin from an otherwise unbroken mask of mud! About then he rode regularly in the B.S.A. team. More recently he tried his hand with a Dot and a Greeves. Stockily built, tremendously strong and always cheerful, John Avery will be missed at scrambles this summer.

THE most improved scrambler of the year is Dave Bickers, if we are to judge by his impressive string of wins so far achieved. It is good to see the progress of such youngsters; last year it was Peter Taft, the year before Don Rickman. That lanky young man from New Milton has been doing dramatic things in Brands Hatch car races this year. Both he and brother Derek served a term in John Cooper's racing drivers' school, from which each "graduated with honours." Are we to lose them from scrambling soon? Derek says no—Don says maybe! The lads opened a motor-cycle showroom in New Milton last month, so we may take some consolation from that.

A.C.U. meetings often have their lighter side. A Yorkshire Centre meeting at the Adelphi Hotel in Leeds has even had music. In one room the sport was being discussed while in the next jazz musicians were rehearsing. The band, one gathers, made most noise so Batley Club chairman Leon Cooper ventured into the jazz sanctum to ask how long the session was likely to go on. Dejectedly he returned to inform delegates that the musicians had paid 10s to use the room; had they not done so they would have been happy to rehearse another night. In a flash Allan Jefferies was on his feet and into the rehearsal room. A few minutes later silence reigned and Allan returned—richer by a happy smile and poorer by 10 bob.

HERE is a sad little tale of woe on which to finish, and one to serve as a warning to others. The secretary of an open-to-centre novice trial has received a plaintive letter from a young competitor who says that he gave his name and address *and money* to a photographer who promised to send him his picture within a few days. That was months ago, and the youngster has heard nothing since. No *bona fide* photographer wants advance payment—'ware of those who do!

C

Occasional Comments

By "IXION"

The Black Line

WHEN I first rounded the T.T. Mountain course (in 1911) its colouring was a symphony in beige and grey. In beige over the lowlands where the road—made of water-bound macadam—was pounded as pimply as a golf ball by hooves, iron tyres and hobnail boots. In grey over the Mountain where starving grass fought a vain battle with the grit. All corners were purely accidental, just as earlier generations had trodden out a track to dodge a swamp, a gradient, some great oak or a building. In other words, it resembled a similar area picked at random from the foothills of Devon. Its lanes, barely wide enough for two carts to pass each other, twisted under shadowing trees and visibility was normally brief. Today the entire circuit is as scientifically constructed as a billiards table. The width is ample. Many of the bends and corners have been engineered to suit the express purpose of motor-cycle racing. The surface for the most part is as smooth as an ironing board, waterproof, tough enough to resist the fierce snatch of wheels biting for adhesion at 150 m.p.h. Annually as practising proceeds, a black line of rubber—perhaps a yard wide—is deposited on the tarmac round much of the 37 miles; the line registers the course which the experts consider ideal for the speeds at which they lap the Island. This black line is a valuable tutor for first-time competitors, such as from oversea, but it must not be over-valued. It does not inform strangers of the speed at which they should cling to its curves, of the points at which they should brake on the approach to a corner or of the angle at which their mounts should be canted over.

An A.C.U. Advertisement?

OFF-HAND I do not recall whether there are any professional advertising experts on the A.C.U. management committee. But whether there are or not, I have often thought the Union misses a glorious opportunity for self-advertisement during T.T. week. It ought to mount a large glass case in some prominent position on Douglas front and exhibit therein the best reconditioned example obtainable of, say, a 1908 model and beside it a 1958 job, thus reminding all and sundry of the fantastic development in which the T.T. has played so leading a part. No doubt we should ultimately have got variable gears and internal-expanding brakes and big tyres, trustworthy ignition, good transmission, sprung frames and reliable engines without the T.T. Sheer brains in the factories would have accomplished something. The lessons of six-day trials would have borne some fruit. The loud complaints of the private owner would not have sullied the atmosphere in vain. But beyond question the T.T. has accelerated all such developments by some substantial and invaluable factor. Yet some wiseacres in sour accents complain that T.T. influence has led our industry up a blind alley!

Strangers to the Course

A FEW riders of very real capacity are contesting the Junior and Senior T.T. this year with no more experience of the very demanding Mountain course than they have been able to gather in practice. Formerly, graduation to T.T. standards was a long and complicated affair. The tyro garnered a few experiences of moderately high speed in close company with other beginners, plus some mixed experts, on small local laps such as Brands Hatch was before it reached its present high estate. He then crossed the sea to Douglas and put in a season or two in the Clubman's Races and the Manx Grand Prix. At that point a minority, greatly daring, stepped straight into the Senior T.T. but the more prudent rode in the Lightweight a time or two, then the Junior, before they felt sufficiently at home to chance their hands in the fastest race. In late years we have grown accustomed to see men start in the Senior who have never set eyes on the Island until some 10 days before the race and have perhaps missed extracting the full benefit from the brief practice periods because of mist, wet roads or machine trouble. This has never

No, teacher is not doodling. Holding the chalk is Arthur Lupton of the B.S.A. technical staff who, together with Brian Martin (also in picture), talked on the development of the Gold Star engine to members of the Somerton Club, Somerset

Holiday tranquillity: this two-stroke twin Scott is pointing toward the headland overlooking the picturesque fishing village of Cadgwith, Cornwall. The area is not crowded even in high summer, offers good bathing and excellent cliff walks—and the pasties are fine, too

impressed me as a very wise or humane method of handling youngsters badly bitten with the speed bug. I think that in the interests of personal safety all newcomers should undergo a gradual introduction by easy stages to the thrills and perils of the finest lap on earth. Of course, it happens occasionally that a first-timer in the Island is a comparatively seasoned racer with a tolerable experience of the easier—and briefer—continental laps. The chief risk of the Mountain lap is that it is so long that it cannot be swiftly memorized by the average man. That is where the Manx G.P. is so valuable with its friendly and helpful atmosphere. Though rivalry is keen, competition is less of a business, more of a ride for the fun of it. A lad can enter with a super-sports roadster if he likes. What matter if he finishes nearly last so long as he experiences the bliss of circling the Mountain course with the roads closed and thoroughly enjoys his holiday?

Flying Motor Cycles

My editor is apt to abbreviate any references which I make to the oft-prophesied motor cycle of the future. When the one-man rotorcycle was disporting itself on the South Bank, London, early in May an expert motor cyclist pal of mine was on the spot and voluntarily sent his impressions at length. The demonstration convinced him of two things: (a) that the baby helicopter is an absolutely certain and inevitable development of the motor cycle, (b) that certain problems remain to be solved. Readers will be aware that another version has already been made quite portable. The weight of the sample at the heliport was a bare 300 lb. The unsolved items are (1) noise: the horizontal four-cylinder engine was unsilenced; (2) cost: the machine was a hand-made one-off and cost £4,000 to build (it is impossible to say how far that figure will droop when some budding Ford indentifies a new market); (3) length of the blades. For the rest, the controls were simple—one manual, the others by pedal—and the hovering was of the hands-off variety, barring the occasional touch of a finger such as a simple engine demands to maintain a perfect tickover. Cost reduction and the blade problem struck my shrewd observer as the two main points awaiting solution.

Tyre Price Contrast

In my novitiate I rode on 2.00 × 26in Clincher and Palmer tyres which I suspect were identical with tandem pedal-cycle tyres of the period. The covers cost 18s. Today similar covers have been reintroduced into a famous range for the benefit of men who are reconditioning obsolete models. These covers cost just over £3 apiece. Even that is a small increase compared to what is revealed by some commodities. As a boy I used to be sent to bring a bottle of Scotch from the wine store for my father. It cost 3s 6d. Today such a bottle costs me 37s. On a similar price ratio the 2in cover would cost about £9 today.

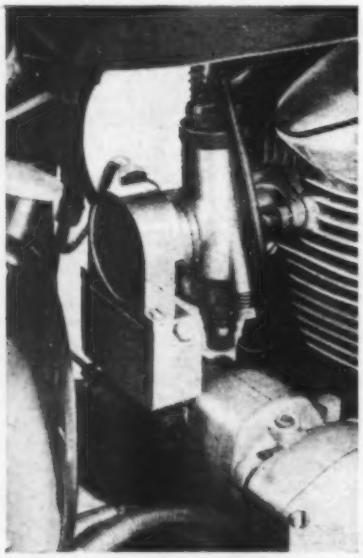
Wicks and Water

DETAILS OF AN INGENIOUS AND SIMPLE SYSTEM OF WATER INJECTION

AFTER the description of Cpl. T. A. Freeman's water-injection layout appeared in *The Motor Cycle* for November 14 last, other readers wrote regarding systems they had tried on their machines. In each case the improvement in fuel consumption and acceleration was marked, though top speed was little changed.

Cpl. Freeman used a jet to meter the water into the induction tract whereas "R.A.F. Engine Fitter" (whose letter was published on December 12) employed a wick. Now comes news of another but different wick system, the invention of Peter Friend, of Gosport, Hants. The subject of a provisional patent application, Mr. Friend's scheme has proved very satisfactory on a 1956 498 c.c. Ariel KH twin.

The theory behind adding water to the ingoing charge is, briefly, that the water cools the combustion-chamber surfaces by taking from them its latent heat of evaporation. In consequence there is less



tendency towards pinking, most likely to occur under hard acceleration. Moreover, the dilution of the charge with the steam formed by the evaporation slows down combustion so that the pressure rise before top dead centre—which tries to slow down the piston—is reduced and the useful thrust increased.

It is interesting that Mr. Friend's first experiments were with a jet system, utilizing a variable orifice, but this was soon superseded by a wick arrangement. The wick was held in an Amal needle jet mounted in the air-filter hose and clamped to the lid of an aspirin bottle which held the water. With this second scheme petrol consumption improved from under 70 m.p.g. to over 90 m.p.g.

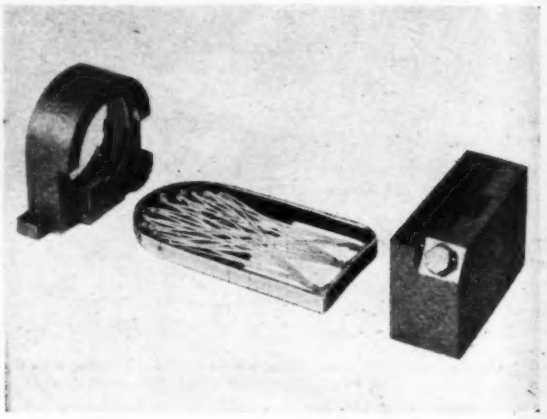
Encouraged by his success, he tried a third scheme which is, in fact, of the type covered by the patent application. Instead of a wick projecting into the air stream he used one of mesh type (actually cut from a string dishcloth) covering the whole of the intake and dipping into a flat, circular tin. The tin was mounted on edge below the wick holder which slipped over the bell-mouth of the carburettor. To get adequate wetted surface of wick, three layers were used sandwiched between four layers of wire mesh. Because of the reduction in intake area effected by the wick unit, holes were cut in the holder between the wick and the carburettor.

This version was tested on a weekend run from Gosport to Dunstable (about 95 miles): for the overall average speed of 44 m.p.h. the fuel consumption was 86 m.p.g. and about $\frac{1}{8}$ pint of water was used. As with the earlier version, pulling power was improved and a pre-water tendency of the engine to spit back until it was fairly warm was eliminated. However, there was a slight flatness in the top-end performance which was attributed to the small size of the main air-intake hole in the wick holder.

A fourth model was therefore constructed having a hole of 2in instead of 1in diameter. Also a different wick material—gauze bandage—was tried; suitably framed, the three layers were mounted about $\frac{3}{16}$in apart in the holder. With this set-up it was found necessary to reduce the throttle-slide cutaway from $3\frac{1}{2}$ to 3 and to fit a 210 main jet in place of the standard 200. Performance was excellent, the flatness had gone but the favourable fuel consumption remained.

Most people would have been content to leave it at that, but not so Peter Friend. Here, he thought, is something which works well on my machine and could do so on others but to be commercially acceptable it must also have a neat appearance. So he designed the version illustrated on this page and had it made by a local engineering firm.

Below left is Peter Friend's latest water-injection unit mounted on the carburettor of his KH Ariel twin. Right: The components are simple and Ronson lighter wicks are employed to feed the water to the air stream



The device certainly has the necessary eye appeal but Mr. Friend considers it to be too heavy because the water container is of steel. From the weight and corrosion aspects the container should be of light alloy (as is the top section) or plastic but neither material was available. The brass wick holder carries a latticework of Ronson lighter wicks; however, further experiments are scheduled because these wicks appear to have too low a rate of capillary flow.

Even so, the results of the first test trip were far from unsatisfactory. The two-up run included the complete crossing of London with its inevitably large amount of low-gear work. Under those conditions fuel consumption without water had previously been found to be between 60 and 65 m.p.g. On this occasion with the water device in use, two gallons of petrol sufficed for 138 miles—an improvement of about 10 per cent which should be increased with more absorbent wicks to step up the water consumption.

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As riders leave the pit area in front of the Glencrutchery Road grandstand to embark on their practice laps a scrutineer gives their machines the once-over. Heading the queue is George Catlin with his Junior Norton with full dolphin fairing

Climax to Training

John Surtees Laps on MV Agusta at Just Under 100 m.p.h. : 496 c.c. Matchless Single Makes Its Bow

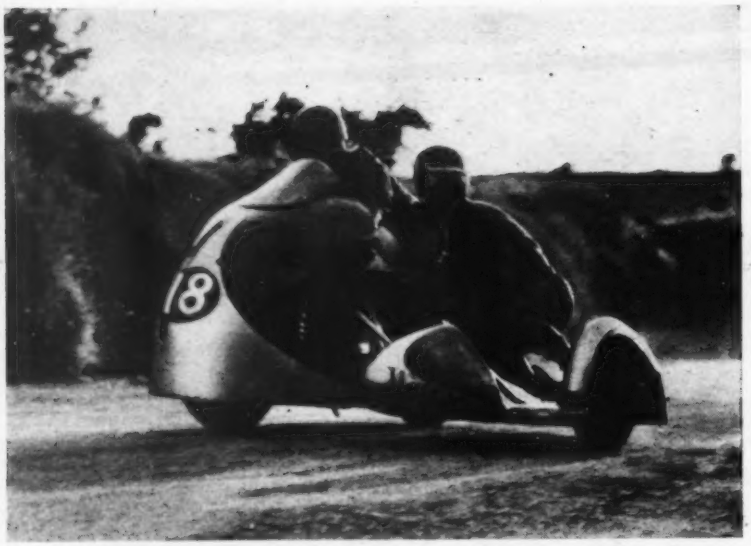
THE opening stages of practice were described last week. The weather was mixed, the Island as a whole surprisingly quiet—but the training sessions were full of interest for all that. John Surtees took his Senior MV Agusta round at over 97 m.p.h. Geoff Duke's and Dickie Dale's B.M.W.s were displaying unhappy, tail-wagging tendencies on the high-speed swervery. Bob McIntyre and Alastair King had turned up with standard Manx Nortons instead of the short-stroke, ultra-light machines prepared under the aegis of Joe Potts.

ON Tuesday the tempo speeded. Earlier the Junior and Senior riders had monopolized attention but the Tuesday afternoon boat brought a fresh flavour. On it were a number of riders and drivers for the Lightweight and Sidecar races, in addition to the Nortons of Derek Powell and Mike Hailwood which had been raced at Whit-Monday mainland meetings. From Italy there were a couple of factory 124 c.c. MV Agustas, from Germany D. Falk and his water-cooled two-fifty Adler and Walter Schneider's B.M.W. outfit. But two more Germans had missed the boat: they were the M.Z. riders, H. Fugner and E. Degner who had, indeed, landed at Hull on the preceding Sunday but without documents enabling them to travel farther.

FINE weather tempted a representative gathering to turn out for Tuesday evening practice and speeds, particularly in the Senior class, were high. Returning to the paddock after his ride, Bob McIntyre remarked that his Junior Norton felt like "a somewhat sick side-valve machine." However, the seriousness of his statement could be judged from the evening's lap times with Bob as the fastest Junior at 94.65 m.p.h.

FOR many others the period brought trouble in plenty and the list of breakdowns grew steadily longer. The majority concerned clutches and gear boxes, though both George Catlin (Norton) and Eric Cheers (B.S.A.) were shown as having suffered seized engines—and both, by some odd coincidence, at Handley's Cottage, nearly 12 miles out. Before his mishap Catlin had returned two quick laps, one of which brought him into fourth Junior place in the table.

SURPRISED spectators at the grandstand heard the loud speaker system blare into life to declare that they were "awaiting the start of the 1958 Junior T.T." They certainly were—but it was still nearly a week away! The reason for the activity was that B.B.C. engineers were making test recordings. Another of their microphones was positioned to register the sound of Geoff Duke's B.M.W. as it accelerated through the gears away from the start. The getaway was perfect but unfortunately Geoff—on his race machine with hydraulic rear brake—got no farther than Quarter Bridge before deciding that the engine was unhappy and calling it a night.



Success in the Isle of Man has always eluded Cyril Smith (Norton) seen here at Hall Corner. His passenger is Eric Bliss, once partner to Eric Oliver

T.T. Practice Continued

NORMALLY no rider is allowed to set out from the paddock once the red flag, signifying the end of practice, has been hoisted. So G. J. Turner (Norton) set a precedent when he emerged through the gate with official blessing. But he was only on an errand. The crop of breakdowns around the circuit had resulted in all available travelling marshals being dispatched on duty. Turner therefore deputized as a marshal on a trip to St. Ninian's cross-roads to start the "roads open" car on its way.

HIGHLIGHT of Wednesday morning was John Surtees' performance in reeling off two successive Senior laps at 99.31 and 99.62 m.p.h. and the faster lap, moreover, included slowing down for a pit stop. All in all, it was quite an MV morning, with John Hartle putting in a 98.5 m.p.h. lap for good measure. Cloudy but clear, conditions were ideal, but after the bumper turn-out of the previous evening it was only to be expected that there would be comparatively few early risers; and, too, there were all those machine troubles to put right.

A NEWCOMER to the fastest-six table in the Junior section was Aminar Howth from Aberdeen. Those who have watched him lapping the Island for the past eight years or so were not surprised. At Governor's Bridge, for example, his Norton was noted as losing a minimum of time. It was at Governor's Bridge, however, that the only minor upset of the period occurred when Roy Capner (B.S.A.), off line round the hairpin, tumbled and bent his gear lever.

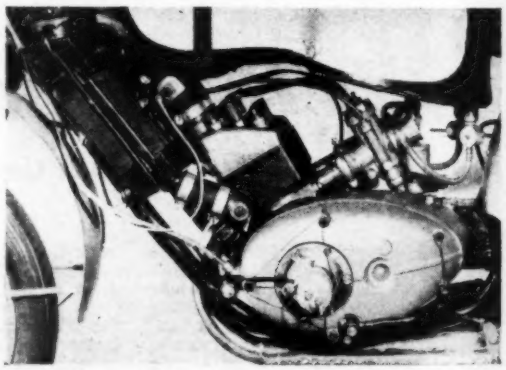
OUT for the first time was a new 496 c.c. single-cylinder Matchless in the hands of Jack Ahearn. Factory prepared, the machine has been developed from the three-fifty 7R A.J.S., to which it owes obvious allegiance. The stroke, indeed, remains the same at 78mm but the bore has been enlarged to 90mm. The only external difference is that outside plumbing is used for the pressure feed pipe to the cam gear and the fore and aft drains from the rocker boxes. The carburettor is of 1¼in bore.

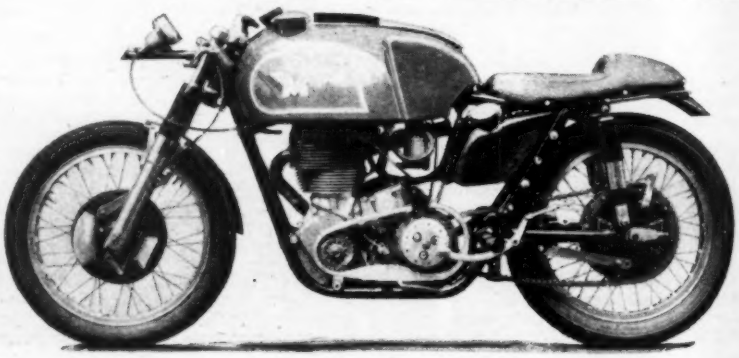
VALVE sizes are as on the 7R, as is the part-sphere of the combustion space. The piston-crown hump is thus considerably smaller than the bore, so that squish is provided as the piston approaches t.d.c. At present the power unit is purely experimental, to learn something about the problems of over-square engines. As would be expected from the small valves, the acceleration out of corners is excellent and it has been found possible to raise the gearing appreciably above what was expected.

ORGANIZED confusion reigned in the Ducati camp where blue-overalled mechanics were readying the newly arrived mounts for the evening session, first of the Clypse circuit practices. The Ducatis, all of which have desmodromic overhead cam gear, are six in number and include the two original works models (differing only in frame detail) for Luigi Taveri and Romolo Ferri and two hack mounts for practice purposes.

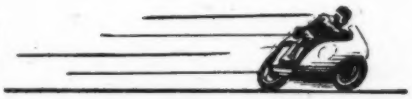
A CHANGE of personnel, a change of machinery, a change of course—such were the ingredients for Wednesday evening's onslaught on the Clypse circuit. And those who made the attack were lucky: rain which had pelted for most of the day ended an hour or so before practising started, to leave drying roads under a blue sky. As usual, the period was divided into three one-hour sessions, led off by the one-two-fives. Next followed the two-fifties while the sidecar men

Right: Power unit of the water-cooled Adler two-stroke twin for the Lightweight 250 c.c. T.T. The rider is D. Falk of Germany. Below, is the experimental 496 c.c. Matchless single to be ridden by Jack Ahearn of Australia in Friday's Senior Race. The machine is developed from the 349 c.c. 7R A.J.S.





THE 1958
CLASSICS



The Junior T.T.

1st J. Surtees (*MV Agusta*)

2nd D. V. Chadwick (*Norton*)

3rd G. B. Tanner (*Norton*)

(*Subject to official confirmation*)

won on
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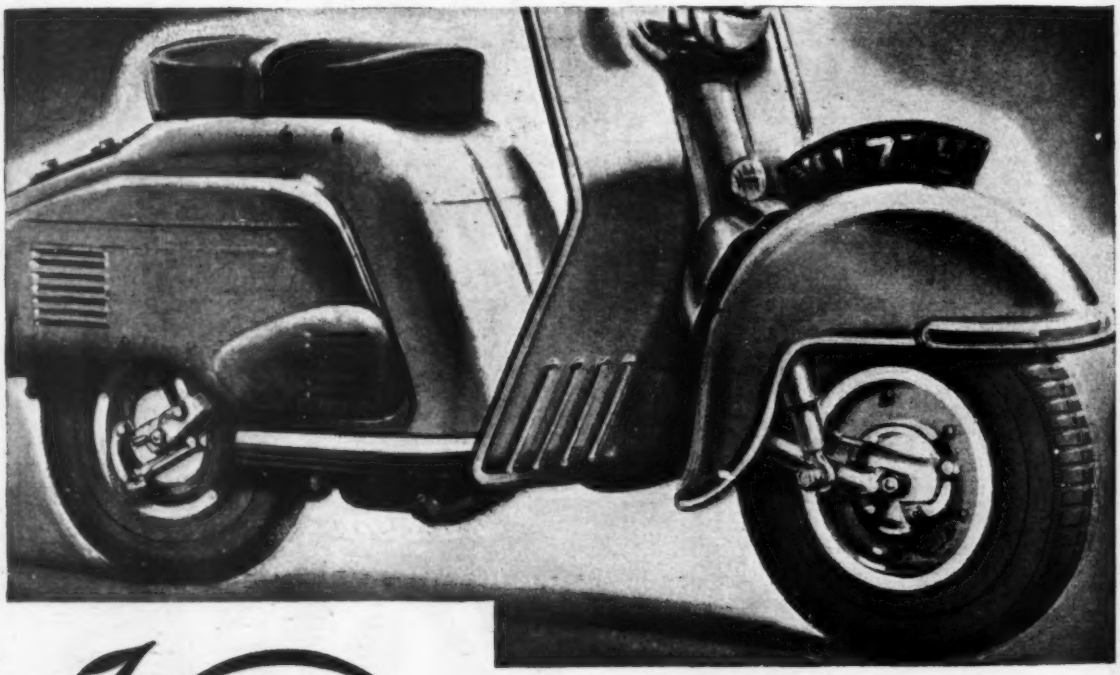

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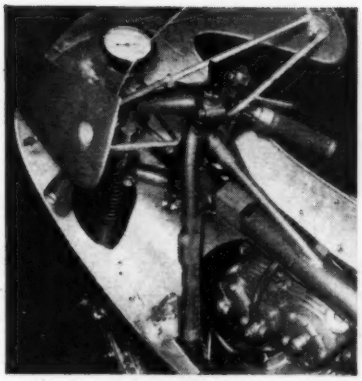
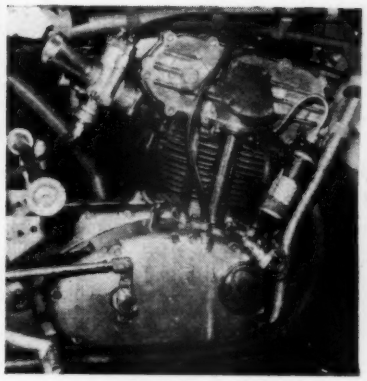
T.T. Practice Continued

weighed in (yes, crews and outfits were weighed) for late evening duty. But there was one man who had misread his calendar: he was the Swiss rider J. Siffert, who arrived at the paddock in full kit and complete with his Junior Norton.

IT fell to the sidecar period to see the first lap record broken (unofficially, of course). The driver was Walter Schneider (B.M.W.) who returned 8m 52.8s (just under 73 m.p.h.) to chip 2.6s from the time put up by Fritz Hillebrand last year. As expected, the appearance of Eric Oliver with his touring Norton-Watsonian outfit and lady passenger created a stir. The Monaco sidecar has a small-diameter wheel equipped with a chromium-plated dummy spoke disc. Although his engine did not seem too happy at times he lapped in 11m 44.4s, equal to a speed of 55.22 m.p.h.





Two pictures of one of the desmodromic-valve Ducatis for the Lightweight 125 c.c. Race. On the left is shown the comprehensive steering-head bracing. The unusually large cam box and steep downdraught angle can be seen on the right

T.T. Practice Times and Speeds

International Senior 500 c.c.

—	Tuesday p.m., May 27	m	s	m.p.h.	Wednesday a.m., May 28	m	s	m.p.h.	Thursday a.m., May 29	m	s	m.p.h.	Friday a.m., May 30	m	s	m.p.h.
1	J. Surtees (MV)	22	58	98.6	J. Surtees (MV)	22	43	99.6	R. McIntyre (Norton)	23	58	94.5	R. H. Dale (B.M.W.)	26	18	86.1
2	J. Hartle (MV)	23	16	97.3	J. Hartle (MV)	22	59	98.5	A. King (Norton)	24	27	92.6	J. Hartle (MV)	26	41	84.8
3	E. Hinton (Norton)	23	23	96.8	R. N. Brown (Norton)	23	57	94.5	D. G. Chapman (Norton)	24	37	91.9	J. Surtees (MV)	27	58	80.9
4	A. J. Trow (Norton)	23	48	95.1	G. B. Tanner (Norton)	24	04	94.1	E. M. Haldane (Norton)	24	43	91.6	D. G. Chapman (Norton)	28	22	79.8
5	J. Brett (Norton)	23	49	95.1	G. E. Duke (B.M.W.)	24	07	93.9	G. E. Duke (B.M.W.)	24	44	91.5	G. A. Catlin (Norton)	29	01	78.0
6	K. Campbell (Norton)	24	06	93.9	E. M. Haldane (Norton)	24	13	93.2	R. H. Dale (B.M.W.)	24	53	90.9	R. McIntyre (Norton)	29	31	76.8

International Junior 350 c.c.

1	R. McIntyre (Norton)	23	55	94.7	K. Campbell (Norton)	25	01	90.5	G. E. Duke (Norton)	24	04	94.1	R. H. Dale (Norton)	27	19	82.9
2	J. Ahearn (A.J.S.)	24	05	93.9	R. H. Dale (Norton)	25	16	89.6	R. Anderson (Norton)	24	40	91.8	J. Surtees (MV)	27	45	81.6
3	T. Shepherd (Norton)	24	25	92.7	N. McCutcheon (A.J.S.)	26	6	86.8	T. Shepherd (Norton)	24	53	90.9	T. Shepherd (Norton)	29	10	77.6
4	G. A. Catlin (Norton)	25	11	89.9	J. Ahearn (A.J.S.)	26	10	86.5	J. Hartle (MV)	25	03	90.3	R. B. Rensen (Norton)	29	43	76.2
5	G. E. Duke (Norton)	25	17	89.6	A. K. Howth (Norton)	26	36	85.1	J. Surtees (MV)	25	09	90.0	P. R. Pawson (Norton)	29	44	76.1
6	E. M. Haldane (Norton)	25	44	87.9	J. Buchan (Norton)	26	51	84.3	A. King (Norton)	25	17	89.6	E. M. Haldane (Norton)	29	56	75.6

International Sidecar 500 c.c.

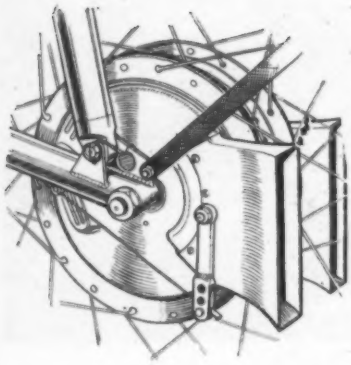
—	Wednesday p.m., May 28	m	s	m.p.h.	Friday p.m., May 30	m	s	m.p.h.	Saturday p.m., May 31	m	s	m.p.h.
1	W. Schneider (B.M.W.)	8	52.8	72.91	F. Camathias (B.M.W.)	9	04.2	71.38	W. Schneider (B.M.W.)	8	40.8	74.58
2	F. Camathias (B.M.W.)	9	10.8	70.52	L. Neussner (B.M.W.)	9	10.2	70.60	F. Camathias (B.M.W.)	8	59.2	71.99
3	J. Beeton (Norton)	9	16.8	69.76	C. Smith (Norton)	9	22.2	69.09	P. V. Harris (Norton)	9	13	70.24
4	C. Smith (Norton)	9	26.2	68.61	H. Fath (B.M.W.)	9	24	68.87	C. Smith (Norton)			
5	L. Neussner (B.M.W.)	9	51.4	65.68	P. V. Harris (Norton)	9	27.4	68.46	H. Fath (B.M.W.)	9	14.8	70.01
6	F. Taylor (Norton)	9	59.8	64.76	J. Beeton (Norton)	9	37.6	67.25	J. Beeton (Norton)	9	22.4	69.07

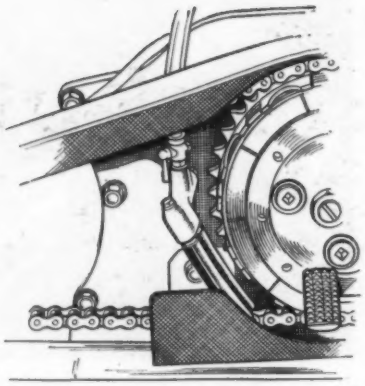
International Lightweight 250 c.c.

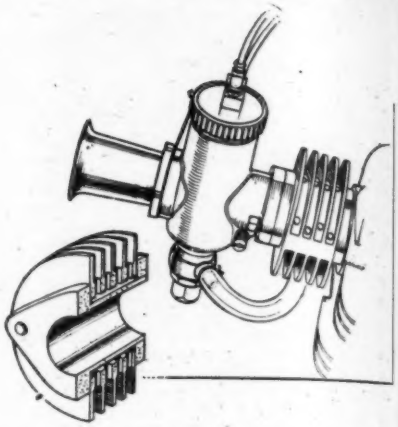
1	T. Provini (MV Agusta)	8	43.8	74.16	T. Provini (MV Agusta)	8	19.6	77.75	T. Provini (MV Agusta)	8	23	77.22
2	C. Ubbiali (MV Agusta)	8	50	73.29	C. Ubbiali (MV Agusta)	8	26	76.77	C. Ubbiali (MV Agusta)	8	25.4	76.86
3	D. V. Chadwick (MV Agusta)	8	54	72.74	D. V. Chadwick (MV Agusta)	8	53	72.88	D. V. Chadwick (MV Agusta)	8	48.6	73.48
4	D. Falk (Adler)	9	31	68.03	D. Falk (Adler)	8	59.2	72.04	D. Falk (Adler)	8	53.8	72.77
5	M. P. O'Rourke (G.M.S.)	9	40.8	66.88	S. M. B. Hailwood (N.S.U.)	9	11.6	70.42	S. H. Miller (CZ)	8	58.8	72.09
6	F. Purslow (N.S.U.)	9	47.2	66.15	R. N. Brown (N.S.U.)	9	16.2	69.84	H. Hinton (N.S.U.)	9	05.8	71.17

International Lightweight 125 c.c.

1	L. Taveri (Ducati)	9	02	71.67	T. Provini (MV Agusta)	8	50.6	73.21	C. Ubbiali (MV Agusta)	8	58.8	72.50
2	T. Provini (MV Agusta)	9	19.6	69.41	C. Ubbiali (MV Agusta)	8	58.8	72.09	T. Provini (MV Agusta)	9	00.6	71.85
3	C. Ubbiali (MV Agusta)	9	22.2	69.09	D. V. Chadwick (Ducati)	9	07.4	70.96	R. Ferri (Ducati)	9	02.2	71.35
4	S. H. Miller (Ducati)	9	37.8	67.23	L. Taveri (Ducati)	9	07.8	70.91	L. Taveri (Ducati)	9	05.2	71.25
5	D. V. Chadwick (Ducati)	9	58.8	64.87	R. Ferri (Ducati)	9	14.6	70.04	D. V. Chadwick (Ducati)	9	13.6	70.17
6	A. F. Wheeler (F.B. Mondial)	10	20.8	62.57	S. H. Miller (Ducati)	9	17.6	69.66	H. Fugner (MZ)	9	14.6	70.04







On the left above are shown the outsize air scoops fitted to the front brakes of Geoff Duke's B.M.W. In the middle is the twin-pipe, primary chain oiler employed on the current Manx Nortons. On the right is a finned carburettor stub, devised by Reg Dearden and used on several of his Nortons

T.T. Practice—Continued

CREDIT for first-class workmanship must go to Ernie Walker, who spent the winter building two Norton-powered outfits, one for himself, the other for R. A. Robinson. In both cases the machine frame and sidecar chassis are integrated but Walker has pivoted-fork rear springing whereas Robinson uses a solid frame. Heel-and-toe gear changes are fitted. Fuel is raised from sidecar-mounted tanks by mechanical pump. The seats are long and smartly tailored.

INTEREST in the 125 c.c. class was principally directed towards the desmodromic Ducatis, finished in an unexpected royal blue, with a white prancing-horse insignia on the tank. Almost unnoticed was the machine ridden by Mike Hailwood—not an MV as shown in the programme but a Paton, product of a small Italian workshop and not unlike a Mondial in appearance. Mike's ride was largely experimental, to assess the qualities of the Paton against the known virtues of his MV Agusta.

THE work of designer Tonti, late of the Benelli concern, and Patoni, head mechanic for Mondials last year, the Paton is a relatively straightforward double o.h.c. design. Bore and stroke are 53 × 56.4mm giving a capacity of 124 c.c. The machine has a fairing of light alloy split on the centre line; either half can be readily detached for engine access. A further maintenance feature is that the cylinder barrel and head can be removed without disturbing cam gear adjustment.

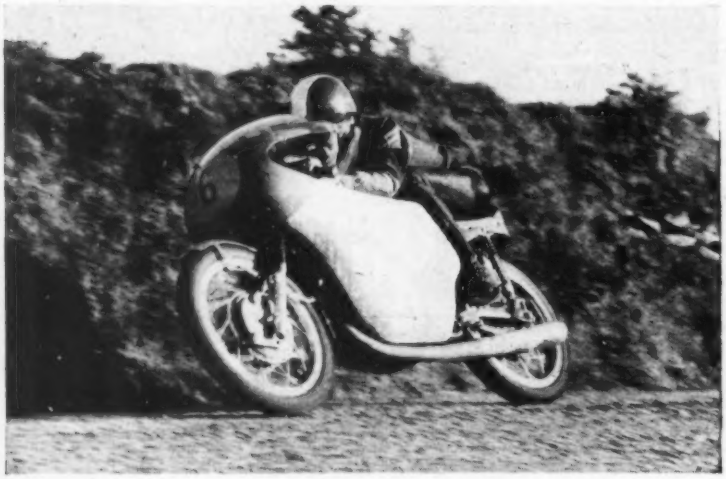
FOR the first time this year it was not John Surtees who headed the Senior leader board on Thursday morning but Bob McIntyre, giving his race mount an airing in place of the hack which he had previously ridden. True, Surtees was up and about, as he had been at each practice period, but this time he and John Hartle concentrated their efforts on the three-fifty MVs. Yet the talk in the paddock was neither of Italian fours nor of German twins but of singles—and of one in particular—the Junior Norton of Geoff Duke which achieved a 24m 4s lap; this time was some 40s better than that put up by Geoff on his B.M.W. the same morning and only 6s behind McIntyre's Senior time.

THE dawn was cold and bright, with a rising sun troublesome on the approach to Ramsey. Two minor spots of bother occurred at Keppel Gate. G. J. Turner (Norton) stepped off when the front-wheel spindle loosened and Frank Higgins (Matchless) brushed the grass after muffing a gear change. But otherwise the casualty list was entirely mechanical and included Keith Campbell (Norton), who halted at Crosby when he felt his Senior engine begin to tighten up, and Alan Trow who stopped his Junior Norton at Laurel Bank for a similar reason.

THERE is a longer look about the new Lightweight MV Agustas, in the tailoring of which Tarquinio Provini has had a free hand. Thus in place of separate fuel and oil tanks mounted in tandem there is a long combined tank with oil carried in the rear compartment. Oil and fuel compartments are separated by an air space for cooling purposes and a series of ventilating holes are drilled through the tank outer shell into the gap. The seat is carried farther astern. Wheel diameter has gone up to 19in.

GLOOMY chanticleer of the final early morning practice on Friday was the plaintive moan of the foghorn on Douglas Head. "Visibility 20 to 30 yards, Mountain Box to Kate's Cottage," warned the blackboard by the paddock gate while a supplementary notice advised riders to use extreme care. Under such conditions few of the runners ventured on a second lap and were content with one tour round

During an evening training session last week that dynamic Italian, Tarquinio Provini, hurtles his 124 c.c. MV Agusta through the Clypse course



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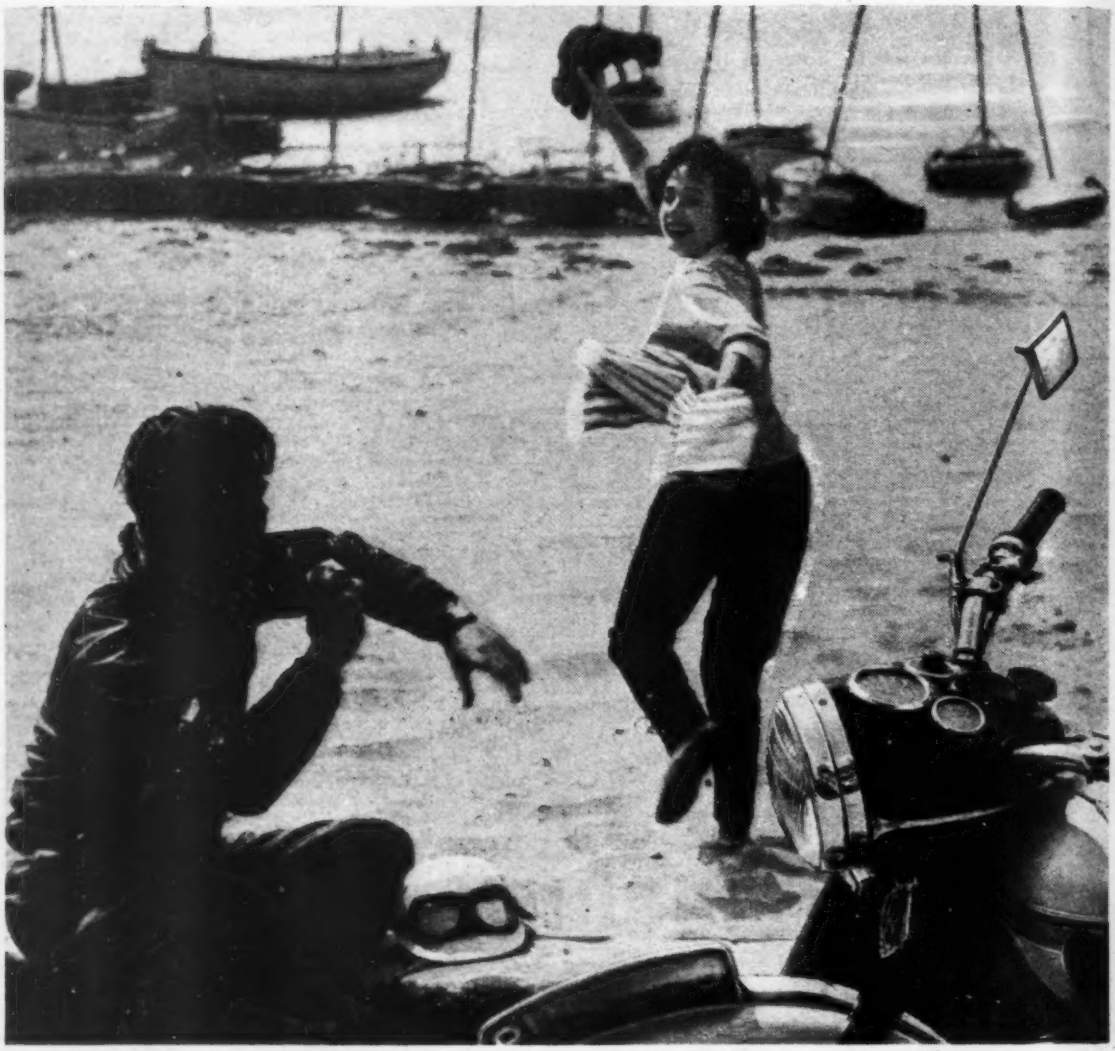

TODAY was a holiday – and what a glorious day too – so everything simply had to go well. Well for him and for the very special girl he was taking.

TODAY he had miles of jampacked traffic to get through before they found the cry of the gulls and the quiet of their private cove.

SO FIRST THING THIS MORNING he made sure he'd get the *very* best out of his bike – (and hasn't his good sense paid off) – by going to a BP garage and filling up with . . .

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T.T. Practice Continued

to bed-in new chains. Lap times offered no pointers to race-day form.

BUT for two Dutchmen, M. van Son and J. Vogelzang on their Junior Nortons, there was serious work ahead. They had arrived the previous evening after a series of misfortunes including a missed boat and an expensive breakdown on their van. Each had to complete three laps in order to qualify, and so they were dispatched at the head of the queue, shepherded by marshal Peter Crebbin. Their hard luck was far from over for in the loop of the Governor's Bridge section Vogelzang dropped his model and escaped with a shaking; van Son meanwhile had fallen behind in the mist. A minute or two later he arrived at Governor's Bridge and he, too, slid off, unfortunately landing awkwardly and sustaining a suspected broken collar-bone.

AT about 6 a.m. on Friday, while the Junior and Senior machines were out on their final practice period, hush-hush work was going on in the Reynolds workshop. An experimental engine had arrived from Nortons for use in Pip Harris's sidecar outfit and the frame was being tailored to accommodate the wider crankcase. The left side lower tube was cut and replaced by a section of cranked tube. Most noticeable feature of the engine is a large-diameter dished cover attached to the drive-side crankcase half. In effect it is an outside-flywheel engine, with the flywheel located behind the detachable cover; an outrigger main bearing is carried by the cover, so that the crankshaft is supported at each side of the flywheel.

NOW in limited production, a new Lucas rotating-magnet magneto (first seen in prototype form in last year's Manx Grand Prix) is used by several Norton riders, including Bob McIntyre and Ralph Rensen. Known as 2MTT1, the new magneto is to supersede the current SRR pattern; electrically the units are identical, but whereas the SRR is a derivative of a stationary-engine instrument, the 2MTT1 has been designed from scratch for motor-cycle use, chiefly with the aim of being able to withstand the vibration of a modern racing single at the very high r.p.m. now being achieved.

NEWCOMERS to the Clypse circuit, E. Degner and H. Fugner brought out their East-German MZ machines for Friday evening's practice. A single piston two-stroke with rearward-facing exhausts, the MZ has a crankshaft-operated rotary inlet valve; the carburettor is mounted at right angles to the right-hand crankcase half. Also appearing for the first time was Sammy Miller's 247 c.c. CZ which is now fitted with a six-speed gear box.

BEST time of the evening was put up by Provini (MV Agusta), whose second 250 c.c. lap in 8m 19.6s was only 1.6s short of the lap record he established on a Mondial, in the 1957 race. Second and third were Ubbiali and Chadwick—and those three riders were to head the 125 c.c. class later in the period. Intensive training marked the sidecar section, where eight competitors were able to squeeze six laps apiece.

NO morning practice on Saturday—but for all that, Douglas awoke to the sound of exhausts. From five o'clock overnight boats from the mainland poured still more visitors into the Island. For many enthusiasts the Junior Race weigh-in stood high on the list of the day's attractions and cameras clicked steadily as each competitor passed through the paddock.

HIGHLIGHT of the final practice was Schneider's meteoric run at nearly 15s better than the sidecar lap record. But for Frank Taylor (Norton) the evening was less propitious; he overturned the outfit near Ballacarooin and he and his passenger collected sundry cuts and bruises. Other castaways were E. Degner (125 MZ) who got among loose gravel when he ran wide at Cronk-y-Garroo and Dave Chadwick (250 MV Agusta) who struck an oil patch at the Manx Arms. A pained expression was borne by Frank Cope as he returned on the rear of a marshal's mount after his 124 c.c. MV Agusta had seized near Craigny-Baa—not much fun, sitting on a radio set!

ONE of the most popular technicians in the industry, Bill Barnett, chief development engineer of the Reynolds Tube Co., died suddenly at 4.30 a.m. on Monday. He was known to innumerable T.T. riders for his skill in welding and metal fabrication, and during the week-end had assisted Pip Harris in fitting his experimental Norton engine. Bill Barnett was 46 years of age. His wife and son, Michael, aged 12, were in the Island.

Could there be a finer obituary? Here is Bill Barnett (left) helping Pip Harris to fit the special Norton engine in the frame which Bill, highly skilled in welding, had just modified. Work he loved completed, Bill died suddenly in the early hours of Monday, as reported above

Friday's International Senior Race - 500 c.c.

No.	Rider	Machine
1	W. Roberton ...	348 Norton
2	D. T. Powell... ...	Norton
3	J. J. Wood	Matchless
4	J. A. Redman (S.R.)...	Norton
5	W. S. Mizen ...	Norton
6	I. McGuffie (Can.) ...	Norton
7	N. C. McCutcheon (Z.)	Norton
8	P. Palmer	Norton
10	R. Ferguson (Ire.) ...	Norton
11	B. Purslow	Norton
12	A. Burt (Aus.) ...	Matchless
14	L. Carr	Norton
15	R. H. F. Anderson ...	Norton
16	D. Minter	Norton
17	J. D. Anderson (Z.)...	Matchless
18	H. A. Voice ...	Norton
19	G Pennington ...	Norton
20	G. E. Duke	B.M.W.
22	A. F. Wheeler ...	349 A.J.S.
23	B. P. Castellani (S.A.)	Norton
24	R McIntyre	Norton
26	E. G Driver (S.A.)...	Norton
27	W. A Smith	Norton
28	R. A. Rowbottom ...	Norton
29	T. S. Shepherd ...	Norton
30	F. Higgins	Matchless
31	D. V. Chadwick ...	Norton
32	J. R. Marcotte (U.)...	349 A.J.S.
33	H. Plews	Norton
34	E. M Haldane ...	Norton
35	R. B. Rensen ...	Norton
37	A. R. Capner ...	B.S.A.
38	P. R Pawson (Z.) ...	Norton
39	L. Flury	Matchless
40	K. H. Tostevin ...	Norton
41	R. Thomson (Aus.)...	Norton
42	J. Hartle	MV Agusta
43	R. J. Webster (Can.)	Norton
44	G. R. Costain ...	Norton
45	J. G. Hempleman (Z.)	Norton
46	C. A. Dunn (Aus.) ...	349 A.J.S.
47	G. B. Tanner ...	Norton
48	A. J. Trow	Norton
49	G. A. Northwood ...	348 Norton
50	E. Cheers	B.S.A.
51	W. C. Hancock ...	348 Norton
53	K. R Campbell (Aus.)	Norton
54	H. Hinton (Aus.) ...	Norton
55	G. J. Turner ...	Norton
56	M. P O'Rourke ...	Norton
57	S. M. B. Hailwood ...	Norton
58	K. H. Draper ...	Norton
59	L. S. Rutherford ...	Matchless
60	E. Hinton (Aus.) ..	Norton
61	B. R. Cortvriend ..	Matchless
62	J. Buchan	Norton
63	R. N. Brown (Aus.)...	Norton
64	B. P. Setchell... ...	Norton
65	J. Surtees	MV Agusta
66	W. A Holmes ..	Norton
67	J. W. Beevers ...	Norton
69	R. Ingram	Norton
70	T. Phillis (Aus.) ..	Norton
71	G A. Catlin ...	Norton
72	J. Brett	Norton
73	A. E. Moule	Norton
74	D. G. Chapman ...	Norton
75	R. H. Dale	B.M.W.
76	R. Fay	Norton
77	V W. Cottle ...	Norton
78	A. King	Norton
79	J. Ahearn (Aus.) ...	Matchless
80	D. D. Wolff (S.R.) ...	Norton
82	J L. Tompsett (Aus.)	349 A.J.S.

KEY TO NATIONALITIES
Australia—Aus.: Canada—Can.; Ireland—Ire.; New Zealand—Z.: South Africa—S.A.: Southern Rhodesia—S.R.; U.S.A.—U.

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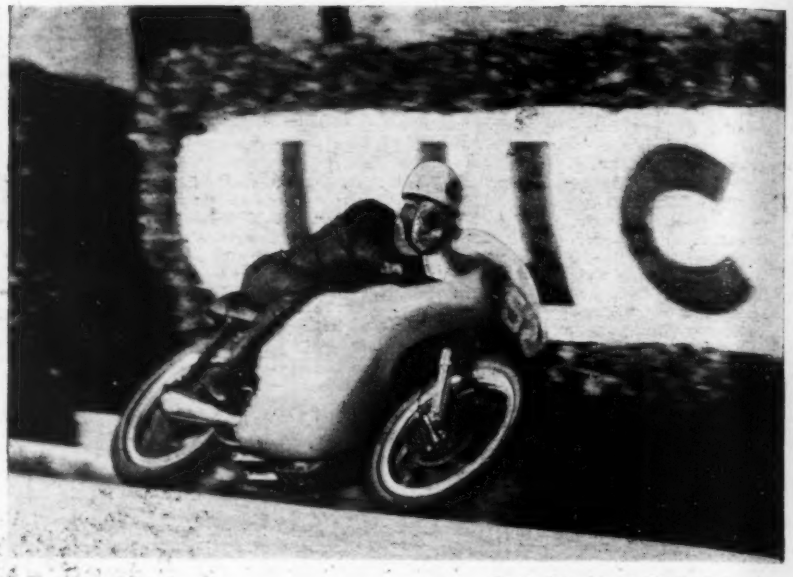

Who Will Win the Senior?

By MICHAEL KIRK

On the left above is Dickie Dale, who rides a B.M.W. flat twin in the Island for the first time. Above: Bob McIntyre heels through Cronk-ny-Mona on his standard Manx Norton. Michael Kirk forecasts that the brilliant Scot should finish in the first three

Left: One of the most brilliant Commonwealth stars—Eric Hinton. Right: Reigning 350 c.c. world's champion—Keith Campbell. Both ride Nortons

I DO not know whether dear old "Daddy" Norton is writhing in his grave or crowing with pleasure in Paradise. Why? Just look at the spectacle for Friday's Senior T.T. His famous stable claims the vast majority of the entries and yet it may be condemned more or less to look on while Italian fours steal the limelight. Anyhow, some four score lads are silently ambitious, or bright-eyed with hope, or grim with determination. For the fans there are just two items of supreme interest.

Item No. 1: Bob McIntyre is with reason regarded as the world's greatest rider at this moment. With Gilera absent, and no other 160 m.p.h. Italian available, he rides a single-cylinder Norton. It will drop precious seconds to the MVs on every major acceleration, on every longish climb, and on the three flat-out straights. On the other hand it will gain a mite on the corners and perhaps on the braking. The acceleration and maximum-speed deficits Bob has to compensate by riding a shade better than he has ever ridden in his life. It is a formidable prospect. But then Mac is a very formidable chap. I doubt if he can quite win on a dry day against non-stop fours. If road and weather conditions slow the invaders he might just succeed.

A no less devout clique acclaims Surtees as the world's best. In 1957 McIntyre did four laps at over 100 m.p.h. Surtees has yet to break that appalling convention. Last year on his MV he was about 2½m slower over eight laps than Mac on the Gilera. With these facts in mind some will say that the "form" indicates something approaching a tie.

Item No. 2 is much more open. Geoff Duke reappears after an interval of absences. He retired during the first lap of Monday's Junior; so he has not lapped the Island in a race since 1955 when he won the Senior at 97.93 m.p.h. He has raced several times lately but has not quite displayed all his old mastery. Zeller rode a B.M.W. last year and averaged close on 97 m.p.h. for three laps before going out with dead ignition. If Duke is back to his old self, and his B.M.W. is as fast as Zeller's was, then anything might happen. Surprise is often the very stuff of which the T.T. is composed.

John Hartle is the next rider deserving close analysis. He is still young. He knows the Manx lap. He came near to success in the 1956 Senior when he finished second on a Norton to Surtees (MV Agusta) at 95.69 m.p.h. That same year he was third in the Junior at 85.75 m.p.h. In the 350 c.c. class in '57 he was lying second to Dickie Dale on the fourth lap when he found a patch of oil left by a fallen machine in the Quarry Bends and that was that. The resulting bruises kept him out of the Senior. In my view only two factors cast any doubt on Hartle as a possible winner: this is the first season of his apprenticeship straddling four cylinders; and some judges feel that his form on the home tracks towards the end of last season was below par.

A second B.M.W. will be ridden by Dickie Dale—brought from the other side of the world when Moto-Guzzi called it a day. Here is a pilot who deserves a "real good Manx." His crash at the Dutch Grand Prix last year damaged both his ankles but it has not blunted his nerve. His B.M.W. has been troublesome of late. In its first meeting at Imola, in northern Italy, at Easter the engine locked up. Then in the Austrian Grand Prix a week or two later the ignition died. We should all dearly love to see Dickie pull a win. His leading the 1957 Junior until he skated on the same patch of oil as Hartle proved his ability to anyone who may have doubted it. More than that, in the Senior, riding the unripe Moto-Guzzi eight, he finished fourth at 94.89 m.p.h. in spite of having a stop to free a seized piston in the early stages.

Jack Brett is straddling one of the Slazenger Nortons and is riding better, some say, than ever before. These past 11 years, Brett has figured both as a dogged and brilliant rider. As long ago as 1948, in his second year of T.T. racing, he was good enough to finish eighth in the Senior. He was third in the Junior in 1951; second in the Senior and fourth in the Junior in 1953. In 1956 he was third in the Senior. He was lying fourth in the 500 c.c. class last year, headed only by Mac, Surtees and Bob Brown (a Gilera, an MV and a Gilera) when he legged himself off at Sulby on the seventh lap. And in the 1957 Junior he was holding fourth berth when his engine failed at three and a half laps. As most fellows of his age begin to slow, he has begun to accelerate.

Last year Commonwealth riders came within measurable distance of topping the field. Bob Brown (Australia), then on a Gilera, finished his eight laps in third position at 95.81 m.p.h. Two places behind Brown, Keith Campbell (Australia) chased Dickie Dale home, on a Guzzi single, recording 93.27 m.p.h. Eric Hinton (Australia) was on the leader board at about 93½ m.p.h. when he stepped off at Ballacraine. Casual enthusiasts must realize that in these three Commonwealth men we have rivals capable at this present moment of beating probably all British riders except four.

Last year's results are especially significant because of that somewhat tedious eighth lap, which imposed a heavy handicap on engines and was a sore drag on weary riders. Alan Trow was sixth, Alastair King seventh, Peter Murphy eighth, Jimmy Buchan ninth—and let me further remind you that though the race consisted of eight laps, the first 12 men home all averaged over 90 m.p.h. including stops. In spite of the grumbling about the eighth lap, only three riders retired on it. The man with most claim to grouse was Geoff Tanner. After seven laps he lay sixth with his Norton at 94.64 m.p.h. On running out of fuel he contrived to finish, but only in 28th place at a mere 85.57 m.p.h. But remember he was on the leading British single-cylinder when his tank dried up with not a thing in front of him bar two Gileras, two Guzzis and one MV. He was in touch with great glory and may well repeat his fine show on Friday. His third place on Monday was a pointer. And then there is Dave Chadwick who, benefiting from his winter's racing in Africa, surprised us with his second on Monday.

We used to grin at the South Africans because whenever they sent us a new golfer (and they've sent us some good uns), they always said, "He's another A. D. Locke." What do you suppose they say of Borro Castellani? They say, "He's another Ray Amm," and Amm, as we well remember, was a sort of hybrid compounded of Tenni, Foster, Bell and Guthrie all rolled into one. Yes, the fans will love "Cas." He rides No. 23 and so starts 10s ahead of McIntyre. It is unlikely that Mac will share the fans' view, for Castellani is reputed to use not only all the road but the pavements as well. He is certain to be fast. But he is a stranger to the Manx kaleidoscope of corners. And can any first-timer on a standard, over-the-counter Norton tussle with the aces?

A summing up of Senior prospects has rarely been more difficult. In practice Surtees lapped in 22m 43.3s. That represents 99.62 m.p.h. and is just 20.2s outside McIntyre's 1957 record lap (101.12 m.p.h.). Mac can probably get a Norton round at about 98 m.p.h. which is not nearly fast enough to beat a non-stop Surtees. Come to that, it is probably too slow to beat Hartle.

Are these facts in themselves conclusive? My feeling is that they are not. MV mechanics have put up some incredible blacks in the Isle of Man, so MV reliability cannot be guaranteed. Yet another question looms large. McIntyre will not use the ultra-light Norton he evolved in Joe Potts' workshops during the winter and has decided to pin his faith to a standard Manx model—to the very machine that broke a valve in the North-West "200." Reliability, even with a single, cannot be taken for granted at present-day speeds

Jack Ahearn, that doughty Australian, raised a few eyebrows when he turned out for practice with the experimental 496 c.c. *single-cylinder* Matchless, an obvious derivative of the 7R A.J.S. We wish him well and, knowing the Plumstead concern as we do, expect the machine to perform creditably in Ahearn's capable hands. But perhaps it is too early to expect great things?

And so to the words which often look silly at tea-time on Friday. I have no great confidence about the order of the first three. I give preference to two trios: (a) Surtees, McIntyre, Hartle; (b) Surtees, Hartle, McIntyre. It is with regret that I feel bound to see further proof of the Duke-B.M.W. or Dale-B.M.W. form before tipping either for the highest places.

Bad weather may transfigure the entire race. Few readers have ever felt the appalling grip which a back tyre can take of a road when the throttle is tweaked on a four-cylinder engine. We shall all hope for a sunny day and dry roads.

The two MV Agusta stars, John Hartle (leading) and John Surtees, on the Mountain. Will Surtees score a Junior-Senior double?

Technical Jottings

"MICROMETER" Discusses Engine Weights, a New Bearing Metal and Another Use for Plastics

A Vespa GS with decorative edging to the weathershield and mudguard (see "Plastics Covering")

I HAVE frequently heard it claimed for the short-stroke engine that it is inherently lighter than a long-stroke unit of the same capacity. But is it? Let us start at the top of two equal-capacity engines and work downward. For a given clearance volume, assuming nothing abnormal in the design, the surface area of the combustion chamber is likely to be greater in the case of the short-stroke engine. Therefore the basic "skull" of metal will be heavier. The wider head might well result in more longitudinal finning and it is probable that larger and therefore heavier valves would be fitted.

Now consider the cylinder. If we take only the section above the piston at b.d.c.—the swept volume, in other words—the short-stroke unit has the advantage because capacity varies directly as the stroke but as the square of the bore. Let us assume, in illustration, two extreme cases, one with bore and stroke of 2in and 1in, the other with respective figures of 1in and 4in. In each case the capacity is 3.14 cu in. If the wall thickness is ⅛in on both, the volumes of metal under consideration are 3.83 and 9.42 cu in for the short and long strokes.

But when that part of the cylinder below b.d.c. is also taken into account the situation is very much altered. If the piston comes just to the bottom of the cylinder and its depth is equal to the bore—not an unusual proportion—the total metal volumes come out at 11.77 cu in in each instance! In practice, the odds would favour the long, thin barrel because the other would probably need to be thicker to keep the hoop stresses down and its base flange would be heavier. If the same fin area were employed on each barrel, finning weight would clearly be similar on both. So far, then, the long-stroke engine has a slight lead.

Piston and Bottom Half

THE piston of the short-stroke engine is bigger all round, would be of thicker section and has a heavier gudgeon pin and rings. In compensation, its connecting rod is lighter though not in proportion to its reduced length because much of the total weight is made up of the big-end and small-end eyes.

In a roadster engine, where adequate flywheel inertia is essential for smoothness at low speeds, the simple dynamics favour the long-stroke unit with its—inevitably—large-diameter flywheels. Flywheel inertia is proportional to the mass of a disc and to the square of its diameter. Put another way, if you have a 6in disc ½in thick and you want a 3in disc to have the same inertia it would need to be 8in thick and so would weigh four times as much. Thus, any attempt to reduce the size of internal flywheels in proportion to shortening the stroke must result in greater weight unless torque fluctuations are to become unpleasantly obvious at low r.p.m. Smaller, heavier flywheels of the same inertia mean a wider crankcase—more than offsetting the gain from reduced diameter—also a longer and less rigid crankshaft and higher bearing loadings. The answer, as several racing engines have indicated, is the outside flywheel which can be slim, light but effective because of its large diameter while permitting a small crankcase.

Where the short-stroke engine does score, though, is in the valve gear. On a pushrod unit the rods would be shorter, lighter and more rigid and weight would be saved, too, on the enclosing tubes or tunnel walls. In the case of an overhead camshaft there would be a reduction in the length of the drive (be it chain, gears or shaft) and in its enclosure. Summing up, it looks to me as though there would be little significant difference in the weight of generally similar engines over quite a wide range of bore/stroke ratios.

Aluminium-tin Bearings

CONSIDERABLE work has been done by the Tin Research Institute and bearing manufacturers on aluminium-tin alloys for plain bearings. The latest variety is so promising that the Glacier Metal Co., one of the country's largest plain-bearing firms, has gone into production with it for a range of automotive steel-backed bearings. The new alloy contains around 20 per cent of tin and so differs from earlier alloys in which it was not possible to exceed six per cent tin content. Responsible for the valuable increase in the tin content is its "reticular" or network distribution throughout the aluminium matrix. The reticular structure also has an operational advantage: if hot running occurs and the temperature rises above the melting point of tin, molten tin flows along the veins of the network to the bearing surface and reduces the friction.

Apart from being a fundamentally good bearing material, the new aluminium-tin has several other advantages. It does not demand a very hard shaft, as do certain other materials; its fatigue strength is excellent and it requires no indium or other "flash" to prevent scuffing during bedding in; and it resists corrosive attack by oil-deterioration products. It is said to be cheaper in large-scale production than copper-lead bearings. Finally, since the aluminium-tin layer on the steel backing is of substantial thickness, final boring to size *in situ* is possible whereas it is not with a flashed copper-lead bearing.

Plastics Covering

REGARDING recent remarks on decorative finishes, I offer the opinion that a goodly part of the solution lies in plastics, though anodized aluminium and stainless steel will play their part. Coating bright metals with clear polyvynylchloride (p.v.c.) or other plastics is a relatively new process but one of which I am certain that we shall see a lot more. The coating detracts surprisingly little from the metal's brilliance and not only is the sheen permanently free from tarnishing but the surface is protected from damage.

One method of coating is by extrusion—passing the metal section and the softened plastic through a die. A short while ago I paid a visit to Creators, Ltd., of Woking, who specialize in this process. Aluminium foil, either anodized gold or in natural polish, is the metal used and an astonishingly wide range of decorative sections is produced. An indication of the potentialities of the material is the fact that three of Britain's largest car firms are carrying out prototype testing.

For two-wheelers the most interesting items were split sections of circular and pear form suitable for the edges of sheet-metal panels such as scooter weathershields. As a result of discussions during my visit, a larger circular section is to be produced experimentally with a view to its use in trimming Perspex screens or polyester/glass fairings. Advantages of the circular over the pear section is its ability to bend in any direction; the pear shape is better suited to single-plate curvatures.

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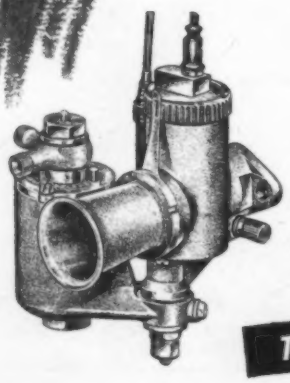

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HOLIDAY NOTES

Carry Your Camera

Timing Important in Obtaining Pictorial and Dramatic Shots

DO YOU MAKE a habit of carrying your camera wherever you go? How often have you said to yourself: "If only I had my camera now!" The most dramatic shots are as often as not those taken on the spur of the moment.

OF COURSE, pictorial as well as dramatic shots can be missed unless your camera is always handy. Almost any pictorialist will tell you of the transience of nature—of the speed with which qualities of light and shade come, change and are gone.

MOST KNOWLEDGEABLE photographers carry their cameras with an average setting, say, $\frac{1}{50}$th second; stop f5.6; focus 15 feet. Variations from those are quickly adjusted. With practice it becomes almost second nature to weigh up a subject in terms of the settings it will require.

IF YOU ARE photographing people—your wife or fiancée—never ask them to "hold it." To do so results in a wooden expression. Experts talk to their subjects the instant before the shutter is triggered. Get your "poser" happy and relaxed—that is the secret.

YOU HAVE no camera? You are thinking of buying one? Then why not do so now so as to become familiar with it before your holiday? The most popular types nowadays are the miniatures with 35mm film. They cost less to use than cameras taking the larger film sizes. From these small 35mm negatives you can have what are known in the trade as En-prints, enlargements almost as big as postcards. They cost sixpence each, little more than the price of contact prints from $2\frac{1}{4} \times 3\frac{1}{4}$in negatives. Miniature cameras are also best for colour work. A colour transparency costs just over a shilling a "shot." How much is a miniature camera to buy? You can get a good one for under £15.

ON THE BOOKSTALLS yesterday appeared the Camera Guide Number of *Amateur Photographer*. Included in the contents is a description of every camera on the British market—at prices ranging from 24s to £300. The issue, though greatly enlarged, costs 1s 3d as usual.

Road Works

ACCORDING to a national survey carried out by the Automobile Association, congestion because of road works is to be expected during the coming week in the following localities:—

Holiday Routes

A361 (Taunton - Bampton).—Wiveliscombe: road reconstruction two-and-a-half miles west of the town.

A378 (Taunton - Langport). — Marsh Bridge: single-line traffic owing to reconstruction.

A380 (Exeter - Torquay).—Traffic diverted in both directions at Telegraph Hill, between Alplington and Harcombe Moors.

A22 (Godstone - East Grinstead).—Blindley Heath: road resurfacing.

A217 (Kingswood-Reigate).—Single line traffic one mile north of Reigate.

A34 (Birmingham-Stratford on Avon).—Hockley Heath: single-line traffic because of sewage works.

Through Routes

A4 (London-Bath).—Box village, seven miles west of Chippenham: single-line traffic owing to road trenching.

A30 (London - Exeter - Land's End).—From Chard-Honiton, two miles east of Honiton, slight delay because of road widening.

A5 (London-Holyhead).—Bangor-Bethesda: single-line traffic for a quarter of a mile, one-and-a-half miles west of Bethesda, road reconstruction.

A40 (London - Oxford - Fishguard).—Cheltenham-Gloucester: single-line traffic one mile west of Cheltenham.

A3 (London-Portsmouth).—Guildford By-pass: single-line traffic owing to construction of dual carriageway.

A1 (London - Edinburgh).—Newark - Retford: single-line traffic at Tuxford. Durham-Darlington: single-line traffic and a diversion at Croxdale, four miles south of Durham.

A6 (London-Carlisle).—Market Harborough-Leicester: single-line traffic at Oadby. Penrith-Kendal: single-line traffic one-and-a-half miles south of Shap, road reconstruction.

Avoiding the Heavy Traffic

STRATFORD ON AVON is the mecca for many motor cyclists from all parts of the British Isles. Those travelling from Yorkshire will probably find the following route recommended by the R.A.C. avoids many of the most congested areas.

Leave Leeds by the A61, and follow it through Wakefield to Staincross. At Staincross Station, turn left to link up with the A633 which should be followed through Wombwell and Rotherham, which is left by Wellgate. At the crossing of the Rotherham By-pass continue ahead. At the roundabout turn left on the A631 to Maltby. Turn right, then immediately the road turns sharp left; almost one mile on, pass over the railway bridge to Stone and Oldcoates Cross Roads, Nottinghamshire, on the A60. Follow the signpost to Worksop. From there, the route lies via the Ollerton by-pass, Oxton, Lowdham and Leicester. Leave Leicester by the Narborough road (A46) and follow it through Coventry, Kenilworth and Warwick. From Warwick, take West Street, still on A46, to Longbridge and thence to Stratford on Avon. Total mileage is 145.

WHAT'S ON

Kent.—June 11: Grounds of Chartwell (home of Sir Winston and Lady Churchill) open to public in aid of local charities, Westerham.

Hampshire.—June 8: Bullnose Morris Club Rally, Palace House, Beaulieu Abbey and Motor Museum, noon to 5 p.m.

Lanarkshire. — June 12: Lanimer (Landmarch) Day, tableaux and processions, Lanark.

Lincolnshire.—June 7 to 13: Carnival Week, Skegness.

London.—June 9 to 14: "The Voyage of the Adventurer," (by London Scout Council), Royal Albert Hall. Evenings at 7.30.

Selkirkshire.—June 13 and 14: Common Riding Celebrations, Selkirk

Yorkshire.—June 8 to 14: Dutch Festival Week, Scarborough

(A full list of motor-cycle fixtures is given on page 712.)

LETTERS to the Editor

40 m.p.h. Speed Limits

Contention That They Achieve Nothing

DURING the past few weeks I have been trying to study the effect of the new 40 m.p.h. speed-limit areas introduced experimentally in London. On my particular route to work and home there is one section formerly derestricted and now subject to 40 m.p.h. maximum, and another section the status of which has been raised from 30 to 40 m.p.h. I have known these roads for many years and have thus become accustomed to the usual speed of traffic at given times before and after the experiment.

Frankly, there does not seem to be the slightest difference in the speeds of vehicles. Motorists drive according to the road and traffic conditions at the time and sometimes are well above the limits and sometimes well below. I cannot see any purpose in introducing the new scheme which involves many more signs and added distraction for drivers.

For long I have held the view that, almost without exception, speeds are conditioned by circumstances and not by arbitrary regulations. It is time the planners thought in terms of simplifying road regulations, not complicating them. "NAILBOX"

London, S.W.16

Safety Helmets

Plea for a Campaign of Encouragement to All

FROM your leading article of May 8 I notice that you are still fighting to abolish the iniquity of purchase tax on safety helmets. While I agree that helmets should be tax free I seriously maintain that the campaign carried on in the technical press for abolition of the tax has cost, and is still costing, the lives of many motor cyclists.

In these days it is much rarer to see a motor cyclist without a helmet than one wearing a helmet. Many, however, still do not protect their heads, and a large proportion of those to whom I have spoken use the argument that they do not see why they should pay purchase tax when they buy a helmet while a miner does not. If it had not been for the campaign, the majority of motor cyclists would not be aware of the fact and would not be able to use it as an argument against buying a helmet. I agree that there is a principle involved but we must remember that many men have died for their principles and, I am afraid, a number of motor cyclists are doing so today.

The majority of motor cyclists are young men who are in an impressionable age, and instead of the motor-cycle papers impressing this class of rider with the iniquity of the Government in taxing helmets it would be far better to start an all-out campaign to induce all motor cyclists to protect their heads. No doubt it would take a courageous editor to embark on such a campaign but I do feel that it would help to save many lives each year. D. ANTHONY HUGHES

Cowbridge, Glamorgan.

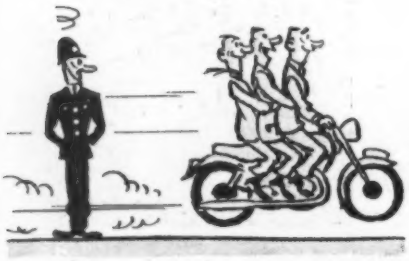
The Fastest Standard Roadster

T.T. Course Lapped at 85 m.p.h. on Detuned Model

THE letter from B. C. Calverley (May 15) has me somewhat perplexed. That a man who has owned three Vincents should fault the brakes. . . . Has he read *The Motor Cycle Road Tests*, 1949-1952 (plug!)? There he will find favourable comparisons. The Vincent front brakes are particularly potent: mine will make the tyre yelp with two-finger pressure. I have ridden several models with full-width hubs.

Grabbing clutches are a fault which need not be endured: they are easily remedied. Regarding cornering, I would agree that there are many machines which are easier to corner but I find that I can get round fast enough. Indifferent gear changes have been experienced—and duly remedied. I have ridden 250 miles overnight and next day my arms were still attached to my body.

Regarding the Clubman's T.T., in 1949 C. Horn lapped at



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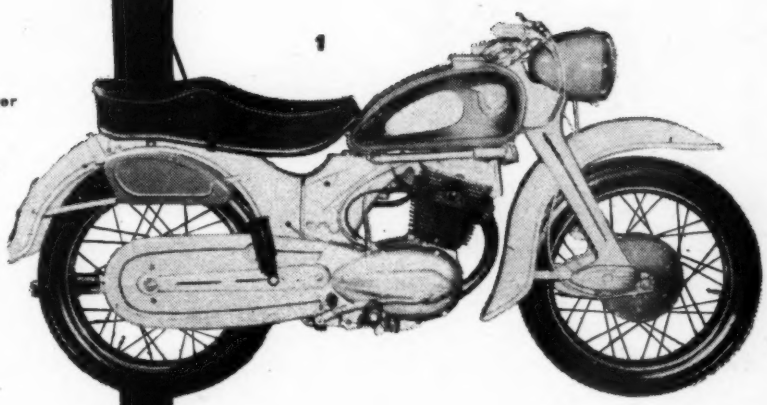

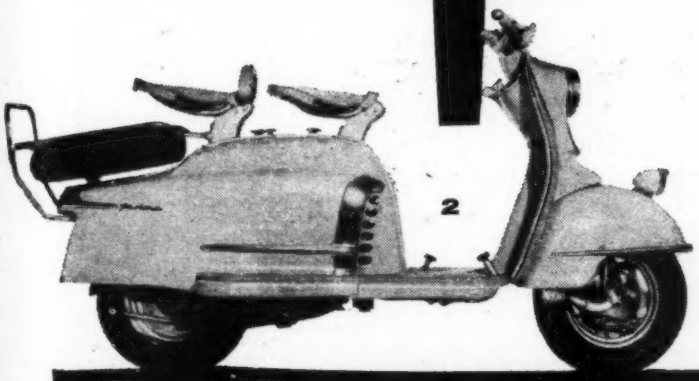

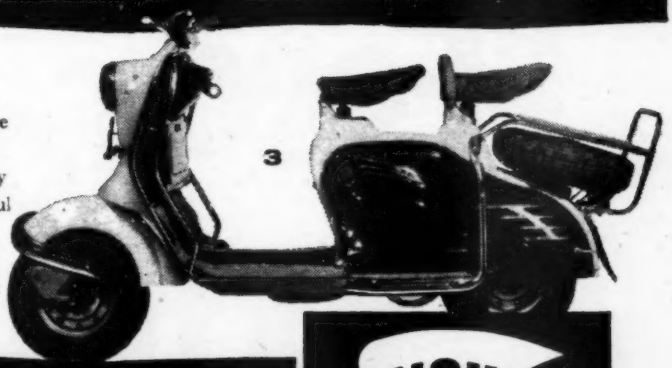

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FINEST IN THE WORLD

This photograph, reproduced by the courtesy of the government of Cyprus, shows learner members of the Cyprus police force being put through their paces on their side-valve TRW Triumphs. It is interesting to note that the island police use Speed Twins for town work and TRW's in outlying areas

85.55 m.p.h. (his fastest)—not bad considering the poor brakes, indifferent gear change, grabbing clutch, bad cornering and the fact that in that year the Vincents had to be tuned for economy as they were not expected otherwise to be able to cover three laps on a standard tankful: hence their full potential performance could not be used. Seven years later Bernard Codd made fastest Clubman's Senior lap at 86.52 m.p.h. His B.S.A., I imagine, had none of the Vincent's latent faults! Would you not agree that the Vincent riders entered for the fun of the sport? (As did the other clubmen, of course.)

Lastly, lest it be assumed that I frown upon plastic-motif machines let me assure you that such is not so. My wife and I have toured and travelled with almost every make of machine and have never found a machine which is inferior. Live and let live is a good maxim. I enjoy every mile on my Vincent. Maybe the novelty has not yet worn off—I've had it only eight years.

Tunbridge Wells, Kent. A. HARRIS

"*Proserpine*" *Writes in Conciliatory Mood*

I HAVE no wish to become involved in a senseless "holier than thou" type argument but if you will allow me a final word I would like to answer the irate letters of L. H. Creake, R. T. Downing and "Grandmother" (May 1). The reason I wrote my letter published on April 17 was because I considered D. Frost (March 6) was being pompous, to say the least. Just because one man pays £250 for a machine and another £400 there is no necessity for the latter to get conceited about it.

We are all motor cyclists and we buy the machine we can afford, or alternatively the model of our choice. Take the young lad down the street who cannot afford anything but an elderly hack—which is probably older than he is—or the man next door with a growing family who has to make do with a sixth-hand sidecar outfit: they, too, are motor cyclists, and even more so because they have to contend with the ever-increasing "conserviceability" (to coin a word) which is inseparable from an ageing machine. So let's get off our high and mighty Black Shadows and not forget that it was not so very long ago that we, too, had to make do.

Further to that, I would like to add that I also have a copy (well thumbed, too) of *The Motor Cycle Road Tests* and I still maintain that out of all the Vincents on the roads today, only about 25 per cent of them will return ideal performance figures. My advice to "Grandmother" is to buy himself a copy of the makers' handbook, seventh edition, and study very closely the last page; it gives details of the performance characteristics, safe maximum speeds for the indirect gears and so on.

No, I did not disclose the machine I ride; but one does not have to be a genius to figure that out. "PROSERPINE"

B.F.P.O. 53.

Women Motor Cyclists

Real Enthusiasts Who Can Handle Their Machines

I AM writing to state my disagreement with F. Adlington (May 22) on the subject of women motor cyclists. Every woman motor cyclist whom I have seen has been a real enthusiast and it is obvious that a real enthusiast is able to handle a large motor cycle better than can a number of men who ride motor cycles simply for economic reasons. I suspect that the real reason for Mr. Adlington's objection is the fear of being overtaken by a woman while he is doing some fast riding.

If we males intend to prove superior in the field of motor cycling we must do so by continuing to win sporting events rather than by banning women from taking part and so showing that we are afraid to compete against them lest we be outclassed.

Welwyn Garden City. "MERE MALE"

A Lady Sidecar Driver Disagrees

MY quick response to F. Adlington's letter (May 22) is that I beg to differ with the stronger sex. I am a club rider and find that I can handle my six-fifty sidecar outfit equally as well as any fellow club member. I have been driving now for five years and so far have come unstuck only once, though like the rest I've made my mistakes.

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Mr. Adlington suggests that we should keep to scooters. May I point out to him that there are very few scooter clubs that are interested in rides of 250 miles; all they seem to do is trot round the square a few times. (Mrs.) A. FOULSHAM
London, N.W.10.

Vehicle Tax Reform

Taxing Cyclists Could Ease the Burden?

"JAMES CAPTAIN," whose letter in your May 8 issue scoffed at the reform of tax assessment for motor vehicles suggested by Mr. Nicholson (April 24), was not, I fear, in full command of his reasoning powers. His letter read rather like part of an election speech by a vote-seeking candidate—all emotion rather than careful thought.

I believe the Government is doing its best to reduce the amount we pay in taxes but the process must necessarily be slow. The revenue from the Road Fund, though not all spent on the roads as it was originally intended to be, must be a necessary part of the Government's income. However, if the vast number of cyclists contributed their share, then the surplus could be used to reduce the tax on all other vehicles and would make the Nicholson reassessment scheme quite possible. Demanding or advocating a reduction in taxation is not the answer to lower vehicle tax; rather support a scheme for making all road users share the heavy burden of providing the Road Fund revenue.

His argument that many cyclists pay their fair share with income tax, beer tax and tobacco tax is quite irrelevant and seems to suggest that motor cyclists and car owners are exempt from such taxes. I do not believe that Mr. Nicholson gave a moment's thought to "super roads and flyovers every half mile" (most unlikely) but wishes, as I do, to distribute the burden of the vehicle-tax revenue in a manner that would be more just. E. D. S. ELLIS
Caernarvon.

John Nicholson Takes "Ixion" to Task

"IXION" calls me a logician, so to hold my title I must point out an error in his opening paragraph of May 15. Like many who are futile in argument, he has (unwittingly) taken my words and given them a different meaning: he has translated my words into his own and made them of false import. He says it hurts me to see the following pairs handled by the Inland Revenue as if they were twins: Pekinese and Alsatian dogs, 10in and 21in TV sets, 250 and 350 c.c. motor cycles. The reverse is nearer the truth. I wanted to know why, having one tax for all dogs and one tax for all TV sets, we could not have one tax for all motor cycles.

What he says about tax on pedal cycles—that it would not cover the expense of collecting—applies to the tax on safety helmets, yet although the revenue is low the Government recently refused to remove the tax.

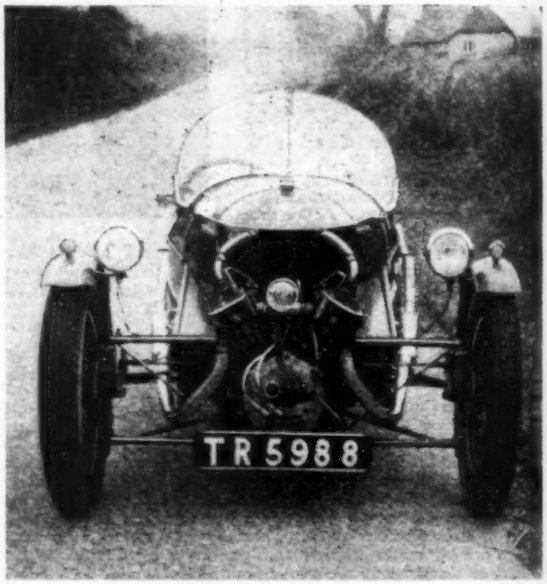
My comments on his conditions which a tax should conform to are: (a) I think the road tax is easy and cheap to collect as we simply hand over the money to the local authority and receive a piece of paper in return; (b) no tax is capable of enraging the British populace to the verge of revolution—we had our rents doubled but hardly a man squeaked; (c) indirect taxes must be fair since only those who can afford to do so pay them; (d) effects on imports are, I think, negligible.
North Shields. JOHN NICHOLSON

"Have you ever had palpitations?" "No, doctor, but I've had a couple of Manx Nortons and a G45 Matchless"

The Fun of Furbishing

Deep Satisfaction in Restoring an Old Model

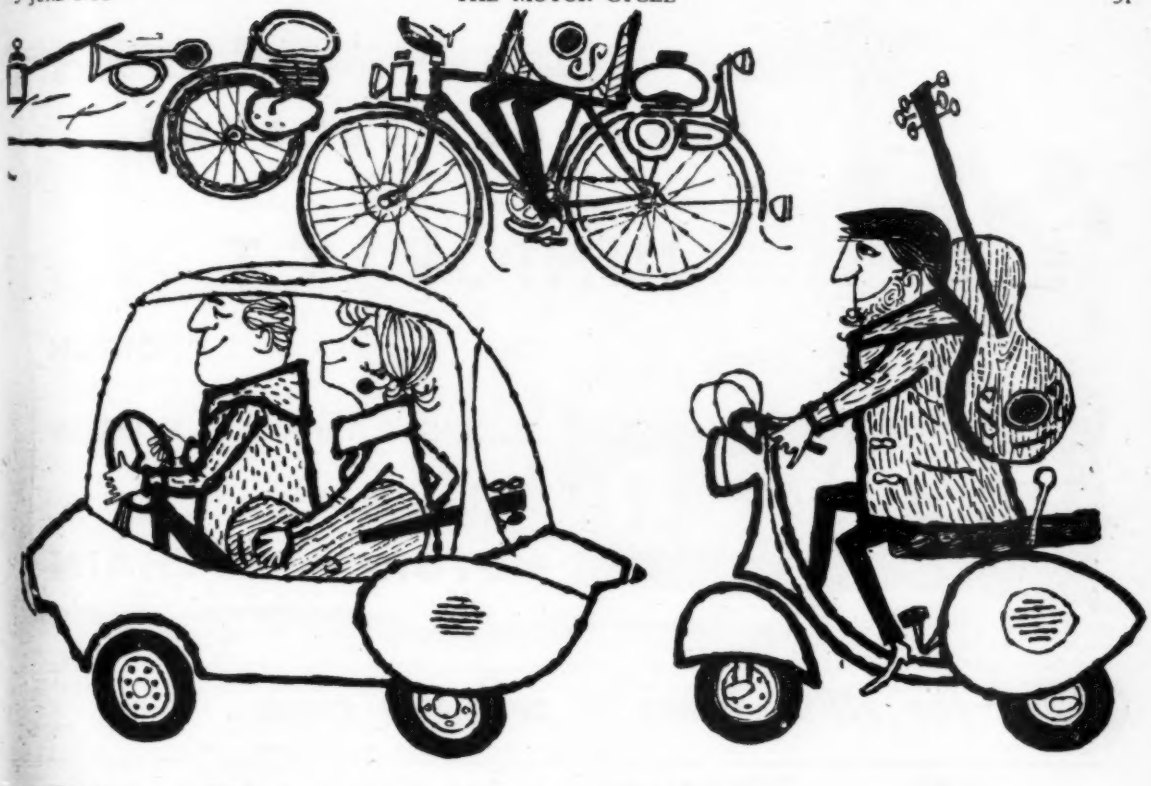
ENCLOSED is a snap of my 1928 Aero Morgan purchased in January this year in scrap condition for £5. It was a real wreck. A con rod had broken, finishing off the big-end assembly and pistons, but fortunately with no further damage. After a lot of work on the engine, transmission, wheel bearings and much else the three-wheeler was finished. Finally came a coat of British racing green enamel, and we were ready for the road. It had taken me over three months of hard going but on our very first run my wife and I both agreed it had been well worth while. The slogging power of the water-cooled 1,000 c.c. side-valve J.A.P. engine is really astounding and for sheer fun on wheels the Morgan takes a lot of beating.



Front view of Mr. Carthew's rebuilt 1928 Morgan (see "Fun of Furbishing"). Cost of the operation was £40

Lest it be thought that this is my first machine I would like to point out that I have owned 25 motor cycles and this is my third Morgan. The three-wheelers have been more fun, perhaps, because they have made me work hard to restore their youth. Incidentally, the total cost of renovating this one has been £40—not too much when you consider that it has completely won my wife and has a place of honour in my scrap album.

To all those readers who, like myself, have little money and lots of enthusiasm my advice is to get an old machine and give it back its youth. They will love it more than a brand-new machine and will find that in time a fascination for the dead metal they have brought to life will be born in them. I'm not much good at putting my feelings on paper, but I'd like to spread my keenness for old machines, especially the Morgan, to all would-be owners. To them I plead, keep the old ones active—they don't deserve to die. F. W. CARTHEW
Broadclyst, Devon.



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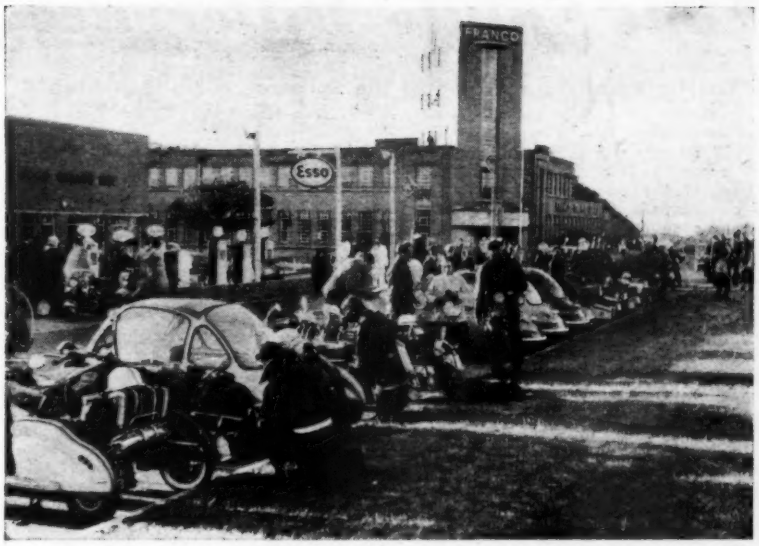

Scene at the London starting point for the M.C.C. Scoot to Scotland described last week. Of the total of 219 to start, 184 finished in spite of atrocious weather

THE BROTHERHOOD All motor-cycle enthusiasts are brothers. If you doubt that rather sweeping statement then hear the invitation extended to any British rider who may be lucky enough—and rich enough—to visit the U.S.A. Oakley E. Utter (Box 75, Dover, New Jersey) offers the hospitality of his hearth and home to any visiting Briton with a passion for the sport. Mr. Utter has been an enthusiast these 20 years and more and during that period has cherished the dream of meeting and really getting to know his fellow fans on this side of the herring pond. Surely, he pleads, there must be at least one person in your millions of readers who contemplates a trip to the U.S.? Out with the lists of banana boats, chaps!

BIGGER AND BETTER The London Show this year—it takes place at Earls Court from November 15 to 22—promises to be bigger and more international in character than ever before. As mentioned in our columns on May 15, in addition to firms from the U.K., exhibitors are expected from France, Germany, Italy, Spain and Czechoslovakia. I am told that the ballot for space allocations to members of the Manufacturers' Association, together with applications from outside firms, substantially exceeds those received for the 1956 Show—the last to be held. But November, you say, is a long way off? Don't you believe it!

LONDON CONGESTION Because it resulted in a greater number of vehicles being brought into the city each weekday the London bus strike has caused insurance firms to look to their ledgers. The Automobile Association estimates the increase at 10 per cent over the normal flow of 60,000 to 70,000 vehicles a day. You who live in other cities may with justification curse the congestion problem on your way home in the evenings. But I believe that the worst hit of all are Londoners, if only because they have much greater distances to travel to their dormitory areas. For myself, morning and evening, I have to contend with nose-to-tail traffic for 14 miles in a total distance of 16. According to the police statistics the number of vehicles of all types passing Hyde Park Corner daily—and that is on one main entrance route only, remember—is 91,010. Cars total 40,233, commercial vehicles 15,364, motor cycles, 3,203, and buses 7,612, and that leaves 24,598 "other vehicles." Returning to the insurance companies (for whom, I confess, I have not a lot of sympathy), they may well have a point. "Weekend" drivers of elderly cars are not at their best when let loose in the morning and evening traffic maelstrom at Hyde Park Corner or Vauxhall!

RATIONING ROADS! According to the Royal Institute of British Architects, road space may have to be rationed among different types of vehicle as the traffic problem increases. Sir William Holford, Professor of Town Planning at London University, who supports that proposal, says that we must analyse our traffic and decide "what goes into what." Yet, almost in the same breath, he declares that we must show the world how to live in a civilized way in towns. Surely these terms are contradictory? Does the professor honestly believe that a restriction such as he supports has any place in the Utopian world round the corner? To talk of rationing road space in tomorrow's era is defeatist stuff. The real way to tackle the problem is to plan for tomorrow's traffic today—and to provide space for it accordingly. Let's do some big thinking, for goodness sake.

IS IT IMPOSSIBLE? The discussion was about chromium plating. Is it really beyond the bounds of human ingenuity to provide a chromium finish that is truly lasting? Boffins tell me it is all a question of cost. That if the cost of motor cycles—yes, and of cars—would stand it the quality of plating could be greatly improved. More time should be given to degreasing the component to be plated, more time for the article to lie immersed in its baths and rinsing solutions and what have you. My reply to that is that prices are already high enough. That if chromium plating of lasting quality cannot be provided at an economic price then it should be discarded and superseded by something else. Surely the conjuring up of an acceptable alternative is not beyond the skill of scientists in an age of H-bombs and sputniks?

That Subtle Difference

A Tourist Recalls Something of the Spirit of a Holiday Abroad

THE novelty and charm of a holiday abroad are, to all except the most insensitive, the pre-eminent characteristics of a continental trip. The subtle difference is noticed in just about everything, from having to ride on the right of the road to buying bread in France and seeing it weighed first. Yes, the *mystique* works insidiously on the subconscious mind; and during the winter following your first trip, plans for a repetition begin to stir as those memories start to haunt. Before you know it, you have become a veteran to whom no sensation is new—not even that of the official attitude towards speeding, for instance.

In Austria, Portugal, Spain and Switzerland things are straightforward: there is a limit in towns only. It is the same in Germany with the exception of the *autobahnen* which possess a dash of rather unexpected novelty: the police pounce upon dawdlers and give every facility to the owners of big cars (there are many of them) whose habit it is to cruise at 100 per.

The Italians have no arbitrary limits to dampen their throttle ardour; they would probably regard such an imposition as unsporting. In the mountains motorists are cheerfully complaisant about having to reckon with countless roadside ravines and other picturesque speed-limiting obstacles. In towns the pedestrians, young and old, are so alert—survival of the fittest being the rule—that their speedy brethren on wheels are rarely obliged to ease off. Indeed, to take a kerbside vantage point when traffic is at its height provides excitement to rival that of many a grand prix.

In France the law takes a more active part but, rest assured, none of the fun is sacrificed, even though I have encountered limits ranging from 60 k.p.h. (37 m.p.h.) to 25 k.p.h. (15½ m.p.h.). In fact, had the habits of the *gendarmerie* of that country in dealing with errant motor cyclists been more in character with those of our police at home, the story of my sad and quaint experience might not be here recounted for the benefit of unsuspecting novices.

It happened in the summer of 1956 at a hamlet of forgotten and lengthy name some distance south of Paris, on N7. I saw the "50" sign (that means 31 m.p.h., remember) long before I reached it, and—in accordance with my three-year-old custom—shut the throttle. My Vincent burbled past the signpost with the speedometer needle falling away from the 45 m.p.h. mark! A second later, 25 yards or so ahead, the figure of an angry gendarme appeared rampant against a background of Pernod advertisements. I gathered that I was expected to stop and came to rest without passing him. That performance apparently impressed him for he gave way to long, low whistles and an admiring tap with his baton on a front-wheel brake drum; then he noticed that there were two brakes to each wheel and went into ecstasy.

He began to ask questions of general interest and, blithely, I nearly answered. In the nick of time I realized that to have done so—and let him know that I understood his language—would probably have meant (a) missing a late afternoon boat from Calais and (b) almost certainly being pinched for speeding. By gazing blankly at him I proved too difficult to nail but I seemed to understand when he demanded my passport. It was perused from cover to cover and returned with a helpless sigh and a shrug. Then—a brilliant afterthought—he took out his (you've guessed it) little black book and jotted down the registration number. Next came a long, picturesque homily which featured the words *vitesse* and *ralentir* time and time again. Finally, with a wave of the baton and a courteous salute he indicated that the ceremony was at an end.

Sedately, I chugged out of sight. I am certain that, in typical French fashion, he was more interested in my Vincent than in a prosecution. M. J. S.

Miniature "Scottish"

TRUE to tradition the Glasgow Lion Club managed to organize perfect weather for its two-day trial held last Saturday and Sunday. This popular classic, for which is claimed the title "The 'Scottish' in Miniature," attracted 48 entries including a three-man team from 51 Coy. R.A.C.

The first day's run from Newhouse to Killin via Fintry and the Duke's Pass took in 10 observed sections divided into 43 sub-sections. The most difficult hazards were Fintry Fords and that well-known "Scottish" hill Glenogle (masquerading under the name of Lochearnhead). Events were to prove, however, that a change of name did not mean a change of character.

At Fintry Fords, A. M. L. McLean (497 Ariel) put up a good show and came through with a debit of only three on the fifth sub-section. Similarly mounted, J. D. Williamson also dropped three marks on the same section; he lost five at Gartmore and five also on Duke's Pass No. 4. A. Fender (348 B.S.A.) lost six at Fintry Fords, five on Gartmore and five on Duke's Pass No. 1. On Glenogle (or Lochearnhead) D. G. Hogg (497 Ariel) and Fender received cheers when they rode the entire hill without penalty.

Overnight headquarters were at Killin where, amid the hilarity inseparable from such occasions, it was announced that McLean was leading with a total of seven marks lost, and Williamson and Fender were joint runners-up each with 19 lost.

Sunday's run included Meall Glas, Camushurich and a further ascent of Glenogle. On Meall Glas, the first, fourth and ninth sub-sections were the most difficult and accounted for many failures. Of some dozen riders seen on the hill, J. Pryde (197 James), Williamson and G. Noble (498 Matchless) made good rides with losses of three, two and three respectively and of more than half the entries noted on Glenogle no one got through clean. The last sub-section claimed many marks, rider after rider being forced to dab.

Best Performance (Alexander Trophy).—A. M. L. McLean (497 Ariel), 62 marks lost. **Second-best Performance** (McGregor Trophy).—G. Noble (498 Matchless), 69. **Best up to 200 c.c.**—J. M. McDougall (197 Francis-Barnett), 149. **Best 350 c.c.**—A. Fender (348 B.S.A.), 95. **Best Unlimited c.c.**—D. G. Hogg (497 Ariel), 88. **Best Novice.**—W. J. Smith (347 A.J.S.), 118. **Best Lion Club Member.**—A. D. Bell (347 A.J.S.), 173. **Best Team.**—Perth: A. D. Smith (348 B.S.A.), J. Pryde (197 Francis-Barnett) and A. Fender, 299. **First-class Awards.**—J. Pryde (197 Francis-Barnett), 91; J. S. Lawrie (224 D.M.W.), 102; D. C. Smith (498 B.S.A.), 107; A. D. Smith (348 B.S.A.), 113; I. R. Kirk (248 Dot), 120.

Scooters at Crystal Palace

A LIVELY and entertaining programme awaited nearly 2,000 Lambretta riders at the British Lambretta Association's rally in the grounds of Crystal Palace, London, last Sunday. Morning rain kept some of the expected scooterists away but afternoon sun dried the track and the competitors' arena became a scene of intense activity as machines were put through their paces in events ranging from slow races to a *concours d'élégance*.

A rough ride over seven prepared obstacles attracted more than 150 contestants. Although decided on a time-and-observation basis, there was a tie and the two finalists rode another lap. The eventual winner was J. Hilliard.

The day's unforgettable moment came when over 700 scooters circled the Crystal Palace racing circuit together. They gave the impression of a moving, multi-coloured carpet unrolling itself to the bumble-bee music of two-stroke engines.

The Duke of Bedford attended in a Lambretta rickshaw to an ovation of blaring scooter horns; he presented the prizes.

Impasse?

SO far as can be ascertained, no progress was made last week in Paris when the question of recognizing Johnny Allen's claim to hold the world's maximum speed record at 214.5 m.p.h. was discussed by representatives of the F.I.M. and the British Manufacturers' Association. By agreement on both sides, details of what transpired have been withheld from the Press. It is, however, clear that no agreement was reached but the talks did not completely fail. If they had, the Manufacturers' Association would proceed to press the claim by legal action, as announced in March.

The Association's delegates were Hugh M. Palin, director, S. N. Shilton of Triumphs and a legal adviser. F.I.M. members were Augustin Perouse, president, Pieter Nortier, president of the sporting committee, and Major H. R. Watling.

More Airflows

Two Royal Enfield Five-hundred Twins and Another Two-fifty Single Equipped With Shielding

Meteor Minor de Luxe Airflow

THE plastic weathershielding introduced three months ago on the Crusader Airflow is a feature common to three new models now added to the Royal Enfield range. They are the 248 c.c. Clipper Airflow and the 496 c.c. Meteor Minor Standard Airflow and Meteor Minor de Luxe Airflow twins.

Except for the absence of a number of de luxe features, the Clipper Airflow is similar to the Crusader Airflow and has a unit-construction, single-cylinder four-speed power unit. The chief differences are that the Clipper Airflow has an unvalanced front mudguard and an exposed rear chain. Standard colour finish is surf green, and maroon is optional.

The larger two of the new models are virtually the two Meteor Minor variants described in *The Motor Cycle* for April 3 with weathershielding added, except that the 7in-diameter front brake is fitted to both the Airflow versions. Finish of the Meteor Minor Standard Airflow is surf green or maroon. Standard equipment on the Meteor Minor de Luxe Airflow includes a rear chaincase, front-mudguard valances, a dual-seat and pillion footrests, a quickly detachable rear wheel, air cleaner, stop light and chromium-plated tank sides. There is a choice of three polychromatic finishes: silver-grey, Wedgwood blue or burgundy.

Prices are as follows: Clipper Airflow, £184 7s (with British purchase tax, £229 19s 6d) including dual-seat and pillion footrests; Meteor Minor Standard Airflow, £232 1s 3d (with p.t., £289 10s); Meteor Minor de Luxe Airflow, £256 1s 5d (£319 9s). Makers are The Enfield Cycle Co., Ltd., Redditch, Worcs.

Island Scramble

A SCENIC hillside course, warm sunshine and a strong local entry augmented by mainland talent such as Roger Kyffin (Triumph) and Ron Langston (Ariel)—that was last Sunday's scramble at Glen Auldyn, the Ramsey Club's contribution to T.T. week entertainment in the Isle of Man.

Initial leader in the 12-lap 250 c.c. Race, E. B. Bardsley (Greeves) fell at the start of the second lap while the pack streamed by headed by Geoff Ward (Dot). Ward went ahead to build up a considerable lead over D. W. Mayze (Francis-Barnett). Drama came on the 10th lap when Ward turned into the paddock with his Dot spluttering—and so was he! Bardsley, meanwhile, had been regaining place after place, to finish a very close second behind Mayze.

Heat 2 of the first Unlimited c.c. event had a literal meaning for N. Keig, whose Matchless caught fire on the starting line; officials extinguished the blaze with peat from a nearby bog patch. Kyffin's challenge for the lead in the final faded after a few laps, though he retained second place; Ron Langston went on to achieve a comfortable win, and repeated his success in the last race of the day.

250 c.c. Race (12 laps).—1, D. W. Mayze (197 Francis-Barnett); 2, E. B. Bardsley (197 Greeves); 3, B. H. Stewart (197 Dot). **First Unlimited c.c. Race** (12 laps).—1, R. J. Langston (Ariel); 2, R. Kyffin (Triumph); 3, L. G. Jarman (348 B.S.A.). **Second Unlimited c.c. Race** (8 laps).—1, Langston; 2, Kyffin; 3, Jarman.

Council Elections

RE-ELECTED to represent the motorcycle section on the council of the Manufacturers' Association are Edward Turner, managing director of the B.S.A. automotive group, and Donald S. Heather, chairman of Associated Motor Cycles. Vacancies on the council have been filled by Tom F. Davis, sales director of Ariels, and by Ron G. J. Watson, managing director of Watsonians.

Punch Bowl Trial

AN unqualified success was the verdict on the Haslemere Club's ambitious Punch Bowl Sporting Trial—a time and observation event at Weaver's Down, Liphook, last Sunday. Three laps of a 12-mile circuit were used, the first timed only, the second timed and observed, and the last observed only. An entry of 231 on such a comparatively small area as Weaver's Down called for efficient handling to avoid delays, and the problem was increased by the fact that over 60 army riders (on standard W.D. machines) were included.

But all went well, and the schedule was sufficiently moderate to ensure that many competitors lost no marks on time. On the whole, the observed sections (18 per lap) were also on the easy side—though no one contrived to finish with a clean sheet. For army riders the going was plenty tough enough, but those who completed the three laps appeared to share the general view that it had been one of the most enjoyable trials for many a day.

Despite the super-sporting nature of the course and the inclusion of the time factor, the organizers found themselves faced with a tie between three riders for the premier award. Each had dropped five marks, and the verdict went in favour of Jack Rees (197 Greeves), with Harry Rayner (197 Greeves) second and Colin Lambert (199 Triumph) third. These three formed the winning Sunbeam Club team (total, 15 marks).

The best performance by an army rider was that of Cfn. R. S. Hart (347 Matchless), with 25 marks lost, and the Army team prize went to the Army M.T. School, Bordon, as represented by Hart, S/Sgt. A. Nicholson and Sgt. D. H. Brooker—total marks lost by the three men was 106.

Touring Service

EXTREMELY useful maps and other touring aids are offered free by the new BP service now operating in Austria, Belgium, Denmark, France, Great Britain, Greece, Germany, Italy, the Netherlands, Norway, Portugal, Sweden, Switzerland and Turkey.

AS IF YOU WERE THERE . . .

BY early on Friday afternoon you will know the results of the Senior T.T. But will you know the *full* story—the fortunes of not only the leading riders but also of the later men as the race was fought out; the reasons why this or that rider did not shine so brightly as expected; every competitor's individual lap times? All the facts and figures about the world's most famous race will be given in next week's special **T.T. REPORT NUMBER** of *The Motor Cycle*.

And, of course, similar, fully illustrated descriptions and lap times will be given covering yesterday's races—the Lightweight 125 and 250 c.c. and the Sidecar events. With next Thursday's issue you will be able to capture the exhilaration and drama of the Isle of Man week of speed as if you were actually there.

The **T.T. REPORT NUMBER** is one of the most popular issues of the year, so please order your copy right away—price 9d as usual.

. . . NEXT THURSDAY

A planning kit in a plastic wallet is issued with a small attaché case on application to any BP filling station. The kit includes a conversation guide in 12 languages, a road-sign sticker and a first-class map of Europe showing the main highways and all main towns.

Attached to the map are vouchers, each of which can be exchanged at BP stations for an en route kit in a cardboard wallet. The en route kit comprises detailed maps of the country in which they are issued, local information that may be useful and, in some countries, a souvenir 33⅓ r.p.m. card gramophone record to remind the tourist of his visit.

FOURTEENTH A.C.U. NATIONAL RALLY, 19 AND 20 JULY, 1958

OFFICIAL ENTRY FORM

Name (block capitals) .....

Address .....

Club (if any) .....

Service Unit (if competing in uniform) .....

(If you are a member of more than one A.C.U. affiliated club, you can nominate only one club on this form.)

Motor Cycle
(a) up to 125 c.c.
(b) 126 c.c. to 250 c.c.
(c) 251 c.c. to 350 c.c.
(d) 351 c.c. to 500 c.c.
(e) Over 500 c.c.
(f) Sidecars up to 500 c.c.
(g) Sidecars over 500 c.c.
(h) Three-wheeler

Strike out classes not applicable

Make .....

Original Reg. Date .....

Entry Fee: 15s enclosed herewith.

Countersignature by commanding officer is required by official Army entries.

Do you hold an A.C.U./R.A.C. Proficiency Certificate?

Yes (include club.....)/No.

Are you an employee of a motor-cycle manufacturer? Yes/No.

.....*1958*. .....

Signature.

This form should be completed and sent with the appropriate fee to The Secretary, Auto-Cycle Union, 83, Pall Mall, London, S.W.1., as soon as possible, and must arrive not later than Monday, 23 June.

A Rally for You

Great Auto-Cycle Union Fixture Open to All Motor Cyclists

Finish to be at Weymouth, on the South Coast

HERE are details of the regulations for the A.C.U. National Rally which will be held on July 19 and 20. The focal point is Weymouth. As in previous years, the Rally is open to all motor cyclists. Soloists may carry pillion passengers if they wish and passengers are compulsory in the case of sidecar outfits. Though they will not be eligible for an award, passengers may share in the driving. Entry fee is 15s and entries can be made on the form on this page which, when completed, should be sent to The Secretary, Auto-Cycle Union, 83, Pall Mall, London, S.W.1. Closing date for entries is June 23.

Object of the Rally is to average 25 m.p.h. for 24 hours (equal to a distance of 600 miles) and visit as many controls as possible. Controls will be established in most of the large towns in England and Wales and will open at 10 a.m on Saturday, July 19. The final control at Weymouth will be open from 8.30 to 10 a.m. on the Sunday. Competitors may start at any control of their choice and thereafter must visit further checks. Maximum distance permitted between visiting controls is 50 miles.

Marks will be gained on the basis of one for each mile covered and two for each check point visited. However, a competitor exceeding the maximum of 600 miles will lose five marks for each extra mile covered and 25 marks will be deducted for each control visited more than once. If more than 50 miles are covered between controls only 25 mileage marks will be gained between those controls, and should exceeding 50 miles between controls result in a competitor covering more than 600 miles, the penalty of five marks for each mile above the stipulated maximum will also be deducted.

Ties will be resolved by five factors in the following sequence: (a) the competitor who has called at the greatest number of controls, (b) a special test, (c) the competitor who has travelled the greatest distance in a straight line from his starting control, (d) the rider of the machine with the smallest capacity. Any tie unresolved by those means will be decided by the organizers.

In addition to the premier awards—the Varley Trophy for the best solo and the Basic Trophy for the best sidecar—there will be awards for the best competitors in each capacity class, manufacturers' awards and many special awards. The best Army competitor will receive *The Motor Cycle* Trophy.

Competitors gaining maximum marks will be awarded a special plaque. Riders obtaining 600 or more marks will receive a gilt plaque; 500 to 599, a silvered plaque; 400 to 499, a bronze plaque; 300 to 399, a certificate.

Sports News

ALTHOUGH THE LISTS do not close until Saturday, the limit of 60 entries for the Thruxton 500-mile Race on June 21 has been greatly exceeded. Among the famous riders taking part will be Alan Trow, George Catlin, Ned Minihan and Percy Tait (on a pair of Triumphs entered by John Surtees). It may be that, if permission from MV Agustas is forthcoming, Surtees will take part, too, co-piloting a 592 c.c. Matchless with John Hartle. In any case the machine will be entered and, in the event of MV permission not being granted, it will be ridden by Derek Minter and another rider to be nominated.

Eric Oliver has entered Howard German and C. A. Rowe on a six-hundred Norton, and a similar Norton, entered by Alec Bennett, will be ridden by Tony Godfrey and Phil Webb. Mike Hailwood and Don Shorey will co-ride a T110 Triumph. Fred Webber and Rex Avery, last year's victors, and 500 c.c. Clubman's winner, Michael Brookes, John Eckart and Fred Wallis will also take part. Royal Enfield Constellations will be ridden by John Williams and Geoff Shekell and by Derek Powell and Brian Newman. Entered by M. L. G. Motors, a B.M.W. will be shared by John Lewis and Peter James. Racing begins at 11.25 a.m.—not noon as planned—so that six commentaries can be fitted in the sports coverage in the B.B.C. Light Programme.

A RACE of fluctuating fortunes, the New Zealand 500 c.c. Scramble Champ onship was won by Kevin McCleary riding a 344 c.c. J.A.P.-powered special. Ken Cleghorn led in the early stages and seemed a certain winner until his rear wheel locked solid. Don McNeil (348 B.S.A.) then took over, only to lose his gear lever, so that he was forced to remain in third gear for the rest of the race to finish second. McClearly moved ahead on the 12th of the 15 laps and held his lead to the end, with McNeil just managing to stave off a challenge from Bob Harris on a 1939 two-fifty B.S.A.

GOOD NEWS IS THAT some 30 enthusiasts attended the formation meeting of the Scott Owners' Club and many letters were received from supporters throughout the country. The club has now been formed and fixtures will be published on the Club News pages of *The Motor Cycle*. Full details can be obtained from N. K. Johnson, 260, Stafford Road, Wallington, Surrey.

A RALLY and *concours d'élégance* is to be held by the Norwich and District Sidecar Club on Sunday, July 6, at Lyng, near Norwich. Supporting the event will be the Panther Owners Club, and the Surrey, Leicester and Cambridge Sidecar clubs; unattached riders are invited to take part in the concours and efficiency tests. Secretary is E. A. Thrower, 6, Lone Barn Road, Sprowston, Norwich.

THE HAMLET of Richmond, Natal, had its first taste of motor-cycle sport when the Maritzburg Club staged a grass-track meeting there. Nearly 1,000 spectators were present—more than the entire population of Richmond—and there was an excellent turn-out of riders from all parts of the Province. As was expected, the outstanding Les Smith on his two-fifty Velocette stole the show by winning both the 250 and 350 c.c. scratch events and finishing second in the 500 c.c. class. In the handicaps, Gerry Hickson on a speedway J.A.P. carried off the major honours in addition to winning the five-hundred scratch race.

REGULATIONS are available for the following events: the Wirral Hundred Club's road races at Rhydymwyn (June 21). Entries close June 7. Secretary is T. Woodworth, 62, Hawthorn Road, Little Sutton, Wirral, Cheshire.

Aberdeen Club's race meeting at Crimond Airfield (June 21). Entries close June 11 (at double fees on June 17). Secretary is Miss N. M. Garvie, 23, Springbank Terrace, Aberdeen.

Aussie Champions

Scrambles Titles Decided at Arduous Meeting in Tasmania

RAIN during the night made the going difficult for the Australian Scrambles Championships run over a ¾-mile course at Evandale, Northern Tasmania. Rather small entries in the 125 c.c. and 250 c.c. races were quickly outweighed by the thrills provided by B.S.A. riders Charlie West and Alan Nicol of Western Australia right from the start of the 350 c.c. event. They dominated the field by superb riding and fought out a close finish, in which West won by a small margin. J. Silvy (B.S.A.), South Australia, took third place from the well-known Victorian rider, J. Burrows (A.J.S.).

Another determined struggle ensued between West and Nicol in the 500 c.c. event and the drama was enlivened when they collided and fell. Valuable seconds slipped by while they sorted themselves out and Silvy, riding a three-fifty B.S.A., went through to win. He was closely pursued by Clarrie Stewart of Queensland on a Matchless. Bruce Haythorpe (Triumph), South Australia, finished third.

Lionel Bauers, the Victorian sidecar champion, showed the opposition the tail end of his Norton outfit in both the Junior and Senior sidecar events and Charlie West, fully recovered from his tumble, had no trouble in winning the unlimited c.c. race on his 499 c.c. B.S.A. He was followed home by John Burrows (498 A.J.S.) and Silvy, again on his three-fifty, was third.

125 c.c. Race.—1, A. Lee (B.S.A.); 2, K. Richards (B.S.A.); 3, G. Bowling (B.S.A.). **250 c.c. Race.**—1, A. Atkins (Puch); 2, A. Lee (B.S.A.); 3, P. Groucott (Ambassador). **350 c.c. Race.**—1, C. West (B.S.A.); 2, A. Nicol (B.S.A.); 3, J. Silvy (B.S.A.). **500 c.c. Race.**—1, J. Silvy (348 B.S.A.); 2, C. Stewart (Matchless); 3, B. Haythorpe (Triumph).

Unlimited c.c. Race.—1, C. West (499 B.S.A.); 2, J. Burrows (498 A.J.S.); 3, J. Silvy (348 B.S.A.). **Junior Sidecar Race.**—1, L. Bauers (Norton); 2, J. Sutcliffe (B.S.A.). **Senior Sidecar Race.**—1, L. Bauers (Norton); 2, G. Martin (A.J.S.); 3 J. Sutcliffe (B.S.A.).

Other News

NEW premises were opened last Saturday by Peter Watkin, the prominent Southend Club official, at 126, Hobleythick Lane, Westcliff on Sea, Essex.

TWO changes of dates are announced by the Auto-Cycle Union. The Swansea Club's Cambrian Trial switches from June 14 to September 20 and the North-Western Centre's Red Rose Trial from August 9 to August 2.

EVERY aspect of generating, starting, lighting and ignition is dealt with in detail by the sixth editon of *Automobile Electrical Equipment* by A. P. Young, O.B.E., M.I.E.E., and L. Griffiths, M.I.Mech.E., A.M.I.E.E. Long recognized as a standard work on the electrical equipment of motor cycles, cars and other vehicles, the book is published by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, price 30s or, by post, 31s 6d.

PRODUCTION has started at the Reliant Tamworth factory of a new and larger 5 cwt three-wheel van having a body constructed entirely of glass-reinforced plastic. To accept the 50 cu ft body, which is 5in wider than its predecessor, and give more room for the occupants, the wheelbase has been increased by 2in and the rear track by 1in. A more flexible mounting of the 747.5 c.c. engine—a four-cylinder, water-cooled side-valve unit—is employed and the four forward gears have synchromesh engagement. Price, inclusive of purchase tax, is £369 18s 6d.

MARKED reductions have been made in the prices of two Puch models. Including British purchase tax, the 174 c.c. model 175 SVS is now £180 (basic price £144 5s 9d) and the 249 c.c. model 250 SGS is £220 (£176 7s 1d).

THE makers of Maico machines in Germany have contradicted rumours circulating in Great Britain that production is to cease. The factory programme continues unchanged and there is no intention to stop manufacture of either two-wheelers or cars.

VETERAN road-racer Frank Cope's son, Roy Cope, who is the popular captain of the Kings Norton Club and a trials rider of note, is to marry Miss Jacqueline Firth on Friday, June 13, at St. Peter's Church, Harborne, Birmingham.

READERS' CORNER.—*Instruction Books Wanted.*—K. T. K. (Edinburgh): for a 1949 16H Norton. *Experiences Wanted.*—A. D. (Hastings): 500 or 600 c.c. B.M.W. J. C. H. (Sheffield): fitting a Scott engine into a Norton featherbed frame. *Appreciation.*—E. R. F. (New Addington) thanks the Essex rider who assisted him in Brighton Road, Coulsdon, on May 13 when the rear chain of his A.J.S. sidecar outfit snapped and wishes to contact him to return a pair of pliers.

THE death occurred towards the end of May of John Portwine, aged 91, who was a pioneer in car and motor-cycle production. In the early years of the century he made a few motor cycles and a little later, in co-operation with John Weller, marketed a tiller-steered three-wheeler for goods transport and subsequently as the Sociable for passenger carrying. The company formed, Autocarriers, Ltd., began to use the trade mark "AC," well-known today as the name of cars and three-wheelers.

UNDER an order now confirmed by the Minister of Housing and Local Government, about 160 square miles of countryside in the Surrey hills have been classified as an area of outstanding natural beauty. The area includes the Hog's Back and the whole of the ridge of the North Downs from Guildford to Titsey; south of the Downs it takes in the major part of the Greensand Ridge from Leith Hill through Hascombe to Hindhead Common and the Devil's Punch Bowl. Other famous beauty spots such as Abinger, Shere, Hambledon, Chiddingfold, Thursley, Frensham Ponds, Crooksbury Common and Box Hill are also within the area.

AN association of Scottish scooter clubs was formed at a meeting of club delegates in Perth. Providing machinery for a permanent organization and plans for avoiding clashing of dates and for the encouragement of new clubs are to be the aims. At the moment the association's strength is 11 clubs representing some 450 members. Secretary is I. Kirkpatrick, 250, Kirkton Avenue, Glasgow, W.3.

UNDER the title *He Lit the Lamp*, a biography of the late Professor A. M. Low by Ursula Bloom, readers are given some insight into his incredible versatility and his remarkably active life. He wrote no fewer than 48 books, most of them for popular consumption, beginning with *The Two-Stroke Engine* and concluding with *Adrift in the Stratosphere*. In spite of his unquestionable talents over so many fields, he failed to accomplish any important results in any of them and perhaps that is why the total effect of the book is apt to disappoint. Professor Low had a great many friends among motor cyclists and his services to the Auto-Cycle Union were unquestionably of the highest value. *He Lit the Lamp* is published by Burke, price 18s.

TRAINING Scheme.—A course for learners organized by the Spen Valley and Heckmondwike Lambretta Clubs has already been started and the organizer is J. H. Fenton, Low Royd, Low Moor, Bradford, 4. Classes are held at Cleckheaton and prospective pupils should write to Mr. Fenton. One of the machines is a B.S.A. Bantam Major presented by Allan Jefferies.

Next course organized by the Cricklewood Club starts on June 18 at 7.45 p.m., at Harvist Road School, Chamberlayne Road, London, N.W.10. Full details can be obtained from V. J. Watts, 52, Thames Avenue, Greenford, Middx.

Applications for the Greenwich Club's course to start on Wednesday, July 16, should be made to F. G. Martit, 2, Mona Road, Peckham, London, S.E.15.

Particulars of the course to be run by the West Ealing Club starting on June 14 can be obtained from D. A. Vigor, 25, Chartley Avenue, London, N.W.2.

SCOOTER RALLY

COMPETITORS in the Isle of Man International Scooter Rally assemble on Saturday, after having travelled by any route of their choice from their home towns to Douglas. From the time of their arrival until the rally ends on June 14 the majority will hardly have a day to themselves. On Saturday evening there is a grand assembly dance. On Sunday, they will take part in a parade along Douglas promenades, then up to the T.T. grandstand on the Glencrutchery Road, and attend a church service. To round off the morning there will be preliminary judging of machines in the *concours d'élégance*. In the afternoon they will cover a one-lap run round the Mountain course.

The programme for the remainder of the week is as follows:

Monday, June 9: Preliminary and eliminating heats for the field events in Nobles Park, Douglas.

Tuesday, June 10: The 24-hour reliability test over the Mountain course begins. At 2.30 p.m. those not competing will take part in a treasure hunt and at 9 p.m. the 12-hour reliability test, also over the Mountain course, will start.

Wednesday, June 11: This is Ladies' Day. Field events will be held in the afternoon and preliminary judging for the Scooter Girl and Loving Cup competitions will be held. In the evening there will be the finals of the field events and an acrobatic display by the Motor Scooter Team.

Thursday, June 12: More finals—those of the *concours d'élégance*, Scooter Girl and Loving Cup competitions; and in the evening the point-to-point cross-country event.

Friday, June 13: A Grand Rally-Ball and prize presentation will take place in the evening. That is it. Saturday is dispersal day and the second Isle of Man Scooter Rally will be over.

Among the 171 competitors are two world-famous racing men. They are Freddie Frith, the first rider to lap the Mountain course at over 90 m.p.h. (in 1937) and Denis Parkinson, the first man to raise the Manx Grand Prix lap record to over 90 m.p.h.—in 1953. Frith will ride a Lambretta in the 24-hour reliability test and Parkinson will ride an N.S.U. in the 12-hour test.

CLUB NEWS

A.M.C. Owners (S. Essex).—June 8: Woburn Abbey (Gants Hill, 9). **Ariel Owners.**—June 8: Isle of Sheppey (Lewisham Clock Tower, 9.30). **Barry.**—June 8: Support scramble at Coldra (Colcot, 2). 10: Captain's Run (H.Q., 7.45). **Bond Minicar.**—June 5: Games night (H.Q.). 8: Harwood Hall (Albert Square, 9.30). **British Two-Stroke.**—June 6: Club night (Crown and Sugar Loaf, Garlic Hill, near Mansion House, 8.15). 8: Observers' run (Shirley Hills car park, 10). **Broughton and Bretton.**—June 5: Darts and draughts (Phœnix Hotel, Sandycroft, 8). 8: Derbyshire Dales.

Central Leeds.—June 8: Dovedale (Westgate, 9). 11: Regularity run (H.Q., 7.30). **Chester.**—June 6: Navigation run (Plough, Christleton, 7). 9: Darts (Bull and Stirrup, 7.30). **Clydebank.**—June 8: Killin (H.Q., 10.30).

Derby Phœnix.—June 8: Jones Tankard Trial (Railway Inn, Shottle, 2). **Dittons.**—June 5: Meeting (Royal Oak, Teddington, 8). 8: Support T.V.T.C. trial (Hampton Court, 11). **D.K.R. Scooter.**—This new club has been formed; interested D.K.R. owners should contact the secretary, R. Cleary, 49, Holcroft Road, Wall Heath, Brierley Hill, Staffs. **Dundee and Angus.**—Owing to non-availability of the course, the grass-track meeting to have been held on June 8 has been cancelled.

East Acton.—June 7: Support C.S.M.A. gymkhana. 8: Support combine road trial. 11: Beetle drive (Duke of York, 8). **Falcon (Croydon).**—June 6: Committee meeting (H.Q., 8). 8: Uckfield clearing party (Pond, 10). 9: Monthly report (H.Q., 7.30). 11: Swimming (baths, 7.30). **Glasgow Speedway.**—June 8: Sma' Glen (Paisley's Corner, 10.30). **Glasgow Sporting.**—June 8: President's Run (Annisland Cross, 10).

Hanwell.—June 5: General meeting (H.Q., 8.30). **Harrogate.**—June 5: Monthly meeting (Adelphi). 8: Support Stocksbridge scramble and Wetherby semi-sporting event. **Hitchin.**—June 8: London Airport (Burtons, 9). 9: Club night (Red Hart, 8). **Ilford.**—June 10: Natter night (Dr. Johnson, 8). **Kings Norton.**—June 5: Excursion (details from social secretary). 6: Monthly business meeting (H.Q., 8).

L.E. Velo (Essex).—June 8: Holland on Sea (Chipping Ongar, A113/A122, 9.45). 11: Club night (82, Wanstead Park Avenue, Wanstead). (Liverpool).—June 11: Barbecue (38, Litherland Park, 7.30). (London).—June 6: Club night (The Anglers, Walton on Thames, 8). 8: Pin Mill and Tatlingstone Wonder (A406/A113, 9.30). (Manchester).—June 8: Wharfedale (Telephone House, York Street, 9.30). (Midland).—June 9: Club night (Friends Institute, Mosseley, 7.30). **Lea Bridge.**—June 8: Seaford (Chelsea Bridge, 8.15). **Leeds Bond Minicar.**—June 8: Robin Hood's Bay (Leach's, 9). **Liverpool Imperial.**—June 10: Technical talk (H.Q., 8.30). **London Scooter.**—June 8: Wateringbury and Tankerton (Blue Cockatoo, Albert Bridge, 9 or Henly's Corner, A30/A40, 8.30).

Manchester Eagle.—June 8: Support Wrexham trial. **Manchester Lambretta.**—June 8: Chatsworth House (Albert Square, 9.30). 9: General meeting. **Middlesbrough.**—June 8: Support Redcar scramble. 11: Ryan Trial. **Mitcham.**—June 8: Treasure hunt (Fort Tea Rooms, Box Hill, 1.30).

Norwest Sidecar.—June 8: Otley and Pately Bridge (Oldham Market Place, 10). **Norwich Sidecar.**—June 8: London Airport (Shirehall, 6). **Norwood.**—Support T.V.T.C. event (What 'O, 9.30).

Panther Owners.—June 8: Pevensey Bay (Blackwall Tunnel, south side, 8.30). 11: General meeting (H.Q., 8.15). **Pendennis.**—June 7: Support St. Austell scramble (Foxhole). **Pennine Range.**—June 6: T.T. trip (contact A. Smith, S. Kershaw or H. Hargreaves). 8: Trials (9.30). **Perth.**—June 8: Gymkhana. **Plymouth Touring.**—June 5: Classiwell Pool (afterwards at A.T.C. H.Q., Biggin Hill, Ernesettle). 7: Weekend run to Penzance (Stadium, Pennycross, 2). 8: Meet weekend party at Bluehills Mine (12.30). **Prima.**—June 8: Woburn Park (Hyde Park, Marble Arch, 10).

Ravensbury.—June 8: Amberley (Houghton Bridge). **Reading All-scooter.**—June 10: Meeting (River Club, Lodden Bridge, 8). **Ringwood.**—June 8: Support Ringwood rally. 9: Club night (Burley, 8).

St. Albans.—June 8: Curly's Caper (Town Hall, 2). **St. Austell.**—The scramble to have been held on April 19 will take place on July 19. **Somerton.**—June 7: Working party (scramble course, 2). 8: Scramble. **South Harrow.**—June 8: Boating at Offham (Pinks, 9.30). **South Liverpool.**—June 8: Vice-captain's Run (Tunnel, 9.30). **Southern Sporting.**—Support group trial (Claremont Cafe, Staines, 9). 11: Natter night (George IV, Hounslow, 8). **Southern Triumph Riders.**—June 6: Barbecue and swim (Staines, 7.45). 8: Road trial. **Sutton Falcons.**—June 8: Support Mallory Park races (H.Q., 9). 10: W. J. Ives at home (H.Q., 7.30).

Trade Winds.—June 8: Woburn Abbey (H.Q., 10). **Triumph Owners** (Bedford).—June 5: Tramp supper (H.Q., 8). (Epping Forest).—June 8: Woburn Abbey (Crooked Billet, 10.30). 10: Darts (H.Q., 7.30). (Leicester).—June 8: Support Mallory Park road races (Granby Halls, 10.30). (North London).—New branch H.Q.: Congregational Church Hall, junction of East End Road and High Road, East Finchley, London, N.2. June 6: Scavenger run (H.Q., 7.30). 8: Cheddar Gorge (Glanfields, 8). (Stockport).—June 8: Ladies' mystery run. **Triumph Owners of North-West Kent.**—June 8: Bognor (H.Q., 9). 10: Inquisition night (H.Q., 8).

Vagabonds.—June 8: Picnic run (Highway Café, 2.30). 9: Club night (Bull's Head, Turnford). **Vincent-H.R.D. Owners** (Cambridge).—June 5: Club night (Trinity Foot, A604, north of Cambridge). (Coventry).—June 6: Club night (Phantom Coach, Coventry By-pass). (Derby).—June 5: Club night (Osmaston Park Hotel). (Essex).—June 6: Club night (White Hart Hotel, Chelmsford). (North London).—June 10: Club night (The George, Holmes Road, Kentish Town). (Oxford).—June 6: Club night (Bear and Ragged Staff, Cumnor). (South London).—June 6: Club night (T.A. H.Q., Bromley Road, Catford). (Southampton).—June 5: Club night (Compass Inn, Winsor, near Cadnam). (West London).—June 9: Club night (Ickenham Community Centre).

Watling Association.—June 8: Morris Cup Run (9.30). **West Ealing.**—Secretary: Reginald Beckwith, 101, Rusthall Avenue, Chiswick. **West Essex.**—June 8: Birchington (Blackwall Tunnel, south side, 9). 9: Club night (High Beech Village Hall, 8). **West Herts.**—June 8: Bedford (Red Lion, 1.30). **West London.**—June 5: Club night. 7: Dance (White Lion, Putney, 8). 8: Support T.V.T.C. event. **West Middlesex Amateur.**—June 11: T.T. talk by Alan Baker. **Wood Green.**—June 8: Editor's Run (Alexandra Palace, 8.30). 11: Slide show (H.Q., 8). **Woolwich.**—June 5: Quiz (H.Q., 8). **Worthing Eagle.**—June 5: General meeting (8). **Wycombe.**—June 6: Club night (Nag's Head, 8). **Yeo Vale.**—June 5: Howard Cup Run (New Inn, West Coker, near Yeovil, 7.30).

THE CLUBMAN.

Important Events

Thursday, June 5.—Isle of Man: T.T. Vintage Rally, The Promenade, opposite Sefton Hotel, Douglas, 2 p.m.

Saturday, June 7.—Eire: Grass-track racing, Butlin's Holiday Camp, Mosney, near Laytown, Co. Meath, 3.30 p.m. **Northern Ireland:** Scramble, route to course signposted from Newcastle, Co. Down, 3 p.m.

Saturday, June 7, to Saturday, June 14.—Isle of Man: International Scooter Rally.

Sunday, June 8.—Leicestershire: Mallory Park road races, Kirkby Mallory, near Hinckley, 2 p.m. **Ayrshire:** First leg of Scottish Scrambles Championship, Blackstone Farm, Dalry, 2 p.m. **Surrey:** Dobroveni Trophy Trial, Weavers Down, 11.30 a.m. **Cambridgeshire:** Scramble, Lawn Farm, Elsworth, 1.30 p.m. **Dartmouth:** Scramble, Morley Parks, Halwell, near Kingsbridge, 3 p.m. **Somerset:** Scramble, Steart, near Sparkford, just off the Sparkford-Ilchester road, A303, 2.30 p.m. **Kent:** Grass-track racing, Blind Lane, Mersham, Ashford, 2 p.m. **Surrey:** Grass-track racing, Dry Hill Farm, Dormansland, near Lingfield, 1 p.m. **Hampshire:** Rally, Southampton Road Garage, Fordingbridge, 10 a.m. **Basingstoke:** Road Trial, Beech Arms Hotel, Oakley, five miles west of Basingstoke on B3400, 11 a.m. **Derbyshire:** Scramble, Brockley Wood Farm, Oxcroft Lane, Bolsover, 2 p.m. **Suffolk:** Scramble, Amor Hall, Washbrook, near Ipswich, 2 p.m. **Northamptonshire:** Scramble, Wansford, on the Peterborough-Wansford road ½ mile east of the Great North Road, 2.30 p.m. **Yorkshire:** Scramble, Trunce Farm, Green Moor, near Wortley, 2.30 p.m. **Monmouthshire:** Scramble, Coldra Farm, main Chepstow road, 3 p.m. **Berkshire:** Scramble, Downfields Sandpits, Waltham St. Lawrence, near Maidenhead, 1 p.m.

Friday, June 13, and Saturday, June 14.—Yorkshire: National road races, Oliver's Mount circuit, Scarborough, Friday, 5.45 p.m.; Saturday, 12.30 p.m.

Saturday, June 14.—Eire: Leinster "Two" Hundred road race, Dunboyne, Co. Meath, 3.30 p.m. **Lancashire:** Grass-track racing, Quay Meadow, Lancaster, 7 p.m. **Cornwall:** Scramble, The Kennels, Madron, Penzance, 6 p.m. **Gloucestershire:** Scramble, Brentlands Farm, Brookthorpe, 6 p.m. **Wales:** Scramble, Penbryn Track, Cemmaes, Mont, 3 p.m. **Cardiff.**—Night rally, R. J. Bown's Garage, Treforest Trading Estate, midnight.

Sunday, June 15.—Kinross: Rally, forecourt of Silver Link Roadhouse and Viewforth Filling Station, south of Kincardine Bridge on A876, 11 a.m. **Lancashire:** Rally, Pole Lane, Darwen, 9.30 a.m. **Scotland:** Speed event, Errol Aerodrome, Perth, 2 p.m. **Renfrew:** Second leg of Championship Scramble, Caldcoats Farm, Newton Mearns, 2.30 p.m. **Surrey:** Touring trial, Shirley Hills car park, Shirley Hills Road, near Croydon, 10 a.m. **Hampshire:** Veteran and Vintage Rally, Beaulieu Abbey, 11 a.m. **Norfolk:** Snetterton road races, Snetterton circuit on London-Norwich road (A11), 22½ miles south-west of Norwich, 1.30 p.m. **Berkshire:** International motocross, Beenham Park, near Newbury, 1 p.m. **Edinburgh:** Half-day colonial trial, Hungry Snouth, noon. **Kent:** Scramble, Canada Heights, Button Street, Swanley, 1 p.m. **Cheshire:** Scramble, Lion House Farm, Ladybridge Road, Adswood, 2.30 p.m. **Nottingham:** Devonshire Main-road Trial, Devonshire Square, Sutton in Ashfield, 11 p.m. **Staffordshire:** Scramble, Pea Hill, Enson, four miles from Stafford on the Sandon road, 2 p.m. **Lincolnshire:** Scramble, Dow's Farm, Bonby, near Brigg, 2 p.m. **Essex:** Scramble, Little Loveney Hall, Wakes Colne, 2 p.m. **Buckinghamshire:** Putnam Cup Touring Trial, Carefree Café, Stoke Mandeville, Aylesbury, 1 p.m. **Gloucestershire:** Road trial, Dowty Equipment car park, Arle Court, Cheltenham, 2 p.m. **Dorset:** Scramble, Lynscombe Farm, on Piddletrenthide-Cheselbourne road, near Dorchester, 2.30 p.m.

Wednesday, June 18.—Devon: Scramble, Dennisdene Farm, Hulham, Exmouth, 6.30 p.m.

Wednesday, June 18, to Friday, June 20.—Wales: Welsh Three-Day Trial, Drill Hall, Llandrindod Wells, 9 a.m. first day.

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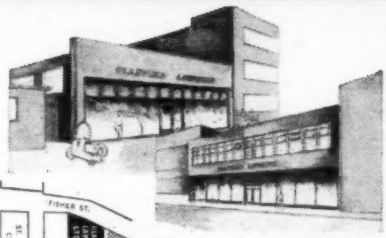

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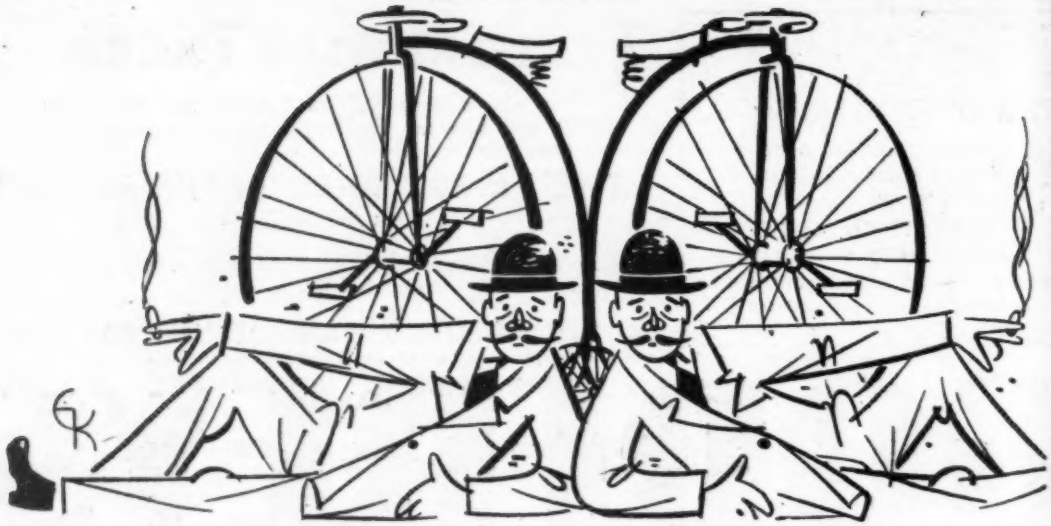

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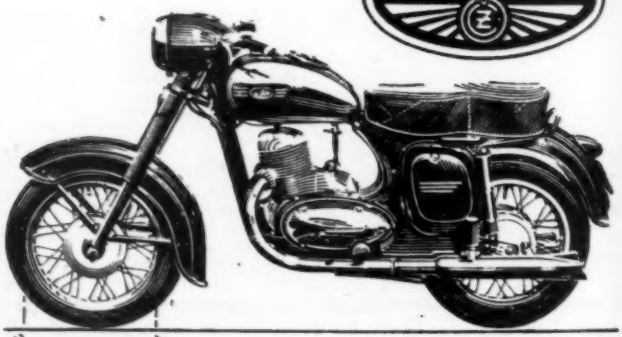

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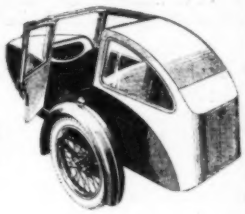

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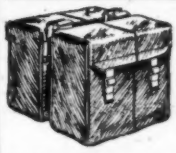

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Readers replying to advertisements in these columns and wishing to take advantage of "The Motor Cycle" Approval Scheme facilities should send for particulars, which are available on application.

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CLEARANCE offer!!—One brand new and unregistered Adler scooter, self starter, etc., £125 (listed £163), maker's guarantee; terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128

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£27/10.—A.J.S. July 1946 350 ohv 16M model, teles., good tyres, taxed year.—Dilley, 374, Forest Rd., London, E.17. [C1030

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SLOCOMBES OF NEASDEN!!! for your new A.J.S.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

HARRY NASH.—12½% off last few 1957 models, all 1958 models in stock, 24 mths. h.p.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

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COMERFORDS for A.J.S., new and second-hand. 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

WHITBYS OF ACTON.—New models in stock, exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

59ms.—A.J.S. 1946 500cc ohv combination, coupe sidecar; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

CLEARANCE offer!!—Brand new and unregistered 1957 A.J.S. model 20 Twin, £255 (listed £281); maker's guarantee; terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128

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GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. [W1006

CLAUDE RYE urgently require all models, get our price list first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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Zundapp, '56, 49 c.c. Combinette de luxe, 2-speed	£29 10
N.S.U., '55, 49 c.c. 2-speed "Quickly" Moped	£29 10
Kreidler, '57, 49 c.c. J51 luxury Moped, springer	£32 10
N.S.U., '57, 49 c.c. "Quickly," 2-speed de luxe	£39 10
Hermes, '56, 49 c.c. de luxe Scooterette	£39 10
Mobylette, '57, 49 c.c. de luxe Moped, extras	£39 10
Binz, '57, 49 c.c. de luxe Scooterette, Sachs engine	£49 10
B.S.A., '57, 70 c.c. "Dandy" Scooterette, preselector grs.	£55 10
Moby, '57, 49 c.c. Mobymatic auto clutch and gears	£55 10
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Vespa, '55, 125 c.c. de luxe Scooter, screen etc.	£79 10
Vespa, '55, 125 c.c. New World Scooter screen	£79 10
Lambretta, '56, 150 c.c. LD de luxe Scooter, extras	£109 10
D.K.W., '58, 74 c.c. Nobby de luxe Scooterette	£109 10
Lambretta, '57, 125 c.c. de luxe Mk. 3, screen etc.	£119 10
Vespa, '57, 125 c.c. New World de luxe screen	£119 10

LESS TO PAY

Zundapp, '56, 150 c.c. "Bella" de luxe, extras	£119 10
Lambretta, '57, 150 c.c. LD de luxe Mk. 3, screen	£135 10
Bella, '56, 200 c.c. de luxe dual seat, self starter	£139 10
Heinkel, '56, 175 c.c. luxury scooter, extras	£139 10
N.S.U., '56, 150 c.c. Prima de luxe, elect. starter	£139 10

SOLOS	
James, '56, 98, 2-speed Comet de luxe, spgr.	£49 10
Velocette, '50, 350 c.c. O.H.V. Mod. MAC, teles.	£49 10
Tandon, '55, 197 c.c. Villiers de luxe, s/arm, spgr.	£49 10
A.J.S., '49, 350 c.c. O.H.V. Mod. 16M, teles., d/seat	£59 10
B.S.A., '55, 125 c.c. D1 Bantam, spgr., Lucas ltg.	£59 10
Ariel, '48, 1,000 c.c. O.H.V. Mod. 4G, Square 4, teles.	£59 10
B.S.A., '50, 500 c.c. O.H.V. Model A7 de luxe, Twin, teles.	£59 10
Excelsior, '54, 250 c.c. Talisman Twin, s/arm, spgr.	£69 10

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A.J.S. SPARE PARTS

CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

HOE STREET GARAGE, Ltd.—Genuine A.J.S. spares; c'nter, c.o.d. trade.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710. [0272

O'NEILL BROS., Ltd.—All post-war spares in stock, also Burman, Amal, Lucas; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179

GUS KUHN.—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0133/R

KAYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of A.J.S. spares. Call or sent C.O.D. [S1169/R

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PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3; 208-210, Gt. Portland St., W.1. Eus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., E. Ham. Gra. 8088; 94-96, High Rd., Tottenham. Sta. 5656. [S1052/R

AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 5153-5. [0098/R

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FOR your new Ambassador, immediate delivery; terms, exchanges; open 'til 8 p.m. every week-day.—317, Kings St., W.6. Riverside 1401. [C1136

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1052/R

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IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4987. [C1165/R

MEETEN'S, Shannon Corner, New Malden. Tel. 3110 for immediate delivery of your new Ambassador; Villiers service. [C1205

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p., ride away in 10 mins.—895-921, Fulham Rd., Fulham. Ren. 6174. [C1105/R

AMBASSADOR SPARE PARTS

SPEEDWAY OF ACTON for all Ambassador spares; 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [S1121/R

ARIEL

WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

SALES & WANTS

Turn to page 69 for Advertisement Form

PRIDE & CLARKE

1,500 TAX FREE BARGAINS

Continued from previous column

INSURANCE INCLUDED IN TERMS

	Cash Price
B.S.A., '56, 150 c.c. D3 Bantam Major, spgr., s/arm, d/st.	£89 10
Douglas, '52, 350 c.c. O.H.V. Mk. 5 Twin, s/arm, spgr..	£69 10
Velocette, '53, 200 c.c. LE, water cooled Twin, spgr.....	£69 10
F. Barnett, '54, 197 c.c. Villiers de luxe, d/seat, s/arm....	£69 10
Triumph, '55, 200 c.c. O.H.V. Tiger Cub, spgr., screen.	£69 10
Ariel, '52, 350 c.c. O.H.V. Red Hunter, spgr., d/seat.....	£69 10
Triumph, '49, 350 c.c. O.H.V. 3T Twin, tele., d/seat.....	£69 10
B.S.A., '57, 150 c.c. D3 Bantam Major, s/arm, d/seat.....	£79 10
James, '57, 150 c.c. Cadet de luxe, spgr., d/seat.....	£79 10
Dot, '55, 197 c.c. Villiers de luxe, s/arm, Earles forks....	£79 10
Norton, '53, 600 c.c. S.V. Model Big 4, teles.....	£79 10
B.S.A., '52, 350 c.c. O.H.V. Model B31, de luxe, spgr.....	£79 10
Triumph, '51, 350 c.c. O.H.V. Mod. 3T, Twin, teles.....	£79 10
F. Barnett, '54, 225 c.c. Villiers Cruiser de luxe, s/arm....	£79 10
Ambassador, '54, 225 c.c. Villiers de luxe, s/arm, d/seat	£79 10
F. Barnett, '55, 197 c.c. Villiers Falcon, s/arm, d/seat....	£79 10
Tandon, '56, 197 c.c. Villiers de luxe 4-spd. s/arm, d/seat	£79 10
A.J.S., '50, 350 c.c. O.H.V. Mod. 16MS, s/arm.....	£79 10
Norman, '56, 150 c.c. Villiers de luxe, s/arm, d/seat.....	£79 10
Ariel, '56, 200 c.c. O.H.V. Colt, spgr., d/seat.....	£89 10
Panther, '56, 197 c.c. Villiers de luxe, s/arm. Earles forks	£89 10
Sunbeam, '51, 500 c.c. O.H.C. 88 Sports Twin, spgr.....	£89 10

LARGEST SELECTION

Triumph, '50, 500 c.c. O.H.V. Tiger 100 Twin, s/hub....	£89 10
B.S.A., '51, 650 c.c. O.H.V. Golden Flash, spgr., d/seat..	£89 10
Ambassador, '55, 225 c.c. Villiers de luxe, s/arm.....	£89 10
Triumph, '50, 650 c.c. O.H.V. Thunderbird, s/hub	£89 10
B.S.A., '51, 500 c.c. O.H.V. A7 de luxe Twin, spgr.....	£89 10
James, '55, 197 c.c. Villiers Captain de luxe, d/seat, s/arm	£89 10
Norton, '51, 500 c.c. O.H.V. Dominator Twin, spgr.....	£89 10
B.S.A., '52, 500 c.c. O.H.V. Model B34 Sports, tele., d/st.	£89 10
Ariel, '57, 200 c.c. O.H.V. Colt, spgr., d/seat.....	£99 10
Greeves, '55, 197 c.c. Villiers de luxe, spgr., d/seat.....	£99 10
B.S.A., '54, 500 c.c. S.V. M20 de luxe, spgr.....	£99 10
Triumph, '51, 500 c.c. O.H.V. Tiger 100 Twin, s/hub.....	£99 10
B.S.A., '53, 350 c.c. O.H.V. Model B31 de luxe, spgr., d/st.	£99 10
Sunbeam, '52, 500 c.c. O.H.C. 88 Sports, spgr., d/seat..	£99 10
B.S.A., '52, 500 c.c. O.H.V. A7 Star Twin Sports, spgr..	£99 10
James, '56, 197 c.c. Villiers Captain de luxe, spgr., d/st..	£99 10
Excelsior, '55, 250 c.c. Talisman Twin, s/arm, d/seat.....	£99 10
Zundapp, '56, 200 c.c. Model 2008, s/arm, d/seat	£109 10
B.S.A., '54, 500 c.c. O.H.V. Mod. B33 de luxe, d/st., s/a.	£109 10
B.S.A., '53, 500 c.c. O.H.V. A7 de luxe Twin, spgr., d/st.	£109 10
R. Enfield, '54, 250 c.c. O.H.V. Clipper, s/arm, d/seat.....	£109 10
A.J.S., '52, 500 c.c. O.H.V. Mod. 20 Twin, d/st., s/a.	£109 10
F. Barnett, '56, 225 c.c. Cruiser de luxe, s/arm, d/seat....	£109 10

EASIEST TERMS

Triumph, '53, 500 c.c. O.H.V. Spd. Twin, s/hub.....	£109 10
Matchless, '52, 500 c.c. O.H.V. Model G80S, s/arm, d/seat	£109 10
B.S.A., '54, 350 c.c. O.H.V. Mod. B31 de luxe, spgr., d/st.	£109 10
Norton, '53, 500 c.c. O.H.V. Model E82, s/arm, d/seat..	£109 10
Ariel, '52, 1,000 c.c. O.H.V. Square 4, spgr., d/seat.....	£109 10
Zundapp, '57, 200 c.c. Model 2018, spgr., d/st.....	£119 10
B.S.A., '55, 500 c.c. O.H.V. Mod. M33 de luxe, spgr. s/car	£119 10
Sunbeam, '52, 500 c.c. O.H.C. 87 Luxury Twin, spgr...	£119 10
Ariel, '54, 350 c.c. O.H.V. Red Hunter, s/arm, d/seat....	£119 10
Triumph, '54, 500 c.c. O.H.V. Speed Twin, s/hub	£119 10
B.S.A., '55, 350 c.c. O.H.V. Mod. B31 de luxe, d/st., s/a.	£119 10
Excelsior, '57, 250 c.c. Talisman Twin, s/arm, d/seat.....	£119 10
A.J.S., '53, 500 c.c. O.H.V. Mod. 18S, s/arm, d/seat.....	£119 10
James, '57, 225 c.c. Colonel de luxe, s/arm, d/seat.....	£119 10
A.J.S., '53, 500 c.c. O.H.V. Model 20 Twin, s/arm, d/seat	£119 10
Triumph, '57, 200 c.c. O.H.V. Tiger Cub, s/arm, d/seat	£119 10
Ariel, '57, 200 c.c. O.H.V. Colt, spgr., as brand new....	£119 10
James, '57, 250 c.c. Commodore de luxe, s/arm, d/seat..	£129 10
Matchless, '53, 500 c.c. O.H.V. Mod. G9 Twin, s/arm, d/st.	£129 10
B.S.A., '53, 650 c.c. O.H.V. Golden Flash, spgr., d/seat..	£129 10
Panther, '57, 250 c.c. Villiers de luxe, Twin, s/arm.....	£129 10
Velocette, '54, 350 c.c. O.H.V. Mod. MAC, s/arm, d/seat	£129 10

LOWEST PRICES

Douglas, '57, 350 c.c. O.H.V. Dragonfly, s/arm, d/seat..	£129 10
Norton, '55, 600 c.c. O.H.V. Mod. 19S, s/arm, d/seat.....	£139 10
R. Enfield, '57, 350 c.c. O.H.V. Clipper, s/arm, d/seat....	£139 10
B.S.A., '54, 500 c.c. O.H.V. A7 de luxe Twin, spgr., d/st.	£139 10
Ariel, '55, 350 c.c. O.H.V. Red Hunter, s/arm, spgr. ..	£139 10
F. Barnett, '57, 250 c.c. Villiers Cruiser, s/arm, d/seat....	£139 10
Triumph, '54, 650 c.c. O.H.V. Thunderbird, s/hub	£139 10
Matchless, '55, 350 c.c. O.H.V. Mod. G3LS, s/arm.....	£139 10
B.S.A., '54, 650 c.c. O.H.V. Golden Flash, spgr.....	£139 10
B.S.A., '53, 500 c.c. O.H.V. A7 Star Twin Sports, spgr.	£139 10
Matchless, '55, 500 c.c. O.H.V. Mod. G80S, s/arm.....	£149 10
B.S.A., '56, 350 c.c. O.H.V. Mod. B31 de luxe, s/arm, d/seat	£149 10
A.J.S., '55, 350 c.c. O.H.V. Mod. 16MS, s/arm spgr.....	£149 10
Triumph, '55, 500 c.c. O.H.V. Speed Twin, d/st., s/arm	£149 10
A.J.S., '55, 500 c.c. O.H.V. Mod. 18S, s/arm, d/seat.....	£149 10

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L. STEVENS, Ltd., offer:—

£119/10.—1954 350cc Ariel Red Hunter, swinging arm springer, recommended without hesitation.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [C1151

ROWLAND SMITH'S for Ariel

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

275gns.—Ariel Four 1958 1,000cc Mark II, Avon fairing and screen, dual seat, pannier bags and carrier, run 2,031 miles only; terms, exchanges.—Rowland Smith.—Below.

245gns.—Ariel Four, 1955 model, Mark II, spring-frame combination, Avon sports with sprung wheel and brake, exceptional; terms, exchanges.—Rowland Smith.—Below

125gns.—Ariel Four 1951 1,000cc spring-frame combination, alloy motor; terms, exchanges.—Rowland Smith.—Below.

75gns.—Ariel 1955 197cc ohv Colt, spring frame, dual seat; also 1957 model; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 Ariel Huntmaster 650 twin, 5,000 miles only, and Watsonian Ascot sidecar on sprung chassis, in matching colour; £289.—Brixton 6555. Terms and exchanges. [C1122

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. [0362/R

HAYEN, Ltd., main agents; part exchanges, terms; service and repairs.—162, High Rd., Ilford 0361. [0540

NICK LANCASTER for all Ariels, including Square Four stocks.—53, Whitegate Drive, Blackpool 24720. [0148

COMERFORDS for Ariels, new and second-hand; send for lists.—Thames Ditton, Emb. 5531 (6 lines). [C1006

RENNO'S, Ariel specialists.—Latest brand new 1958 models, immediate delivery, 12-24 mths. self-financed terms.

RENNO'S.—Real bargain; 1952 Ariel 500cc Red Hunter, spring frame, telescopic forks, very fast; 75gns; choice of 2.

RENNO'S.—Super 500cc Ariel twin combination, 1949, telescopic forks, special sports sidecar; 79gns.—252-3-4, Upper St., London, N.1. Can. 2021; 217, Hornsey Rd., London, N.7. Arc. 5388. [C1004

SLOCOMBES OF NEASDEN!!! for your new Ariel; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines [C1115

PUTNEY AUTOS for your new Ariel; immediate delivery; terms and exchanges.—263 Putney Bridge Rd., S.W.15. Put. 1186 [C1138/R

£29/10.—Ariel late 1946 600 sv combination, fitted sunshine saloon sidecar, practically unworn tyres, very good condition.—Dilley, 374, Forest Rd., London, E.17. [C1030

SAVE up to £50!!—Clearance offer of brand new 1957 Ariels (all unregistered) 250cc Colt, £135 (listed £156); 500cc K.H. Twin, £213 (listed £263); 500cc V.H., £220 (listed £240/10); 600cc V.B., £205 (listed £225); 650cc F.H. Huntmaster, £250 (listed £270/8); all same spec. as 1958 models and makers guarantee; send £5 deposit to reserve.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128

ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

WE pay £10 more for Ariel; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237 [W1039

ARIEL SPARE PARTS

S. A. COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10. Ley. 7171. [S1017/R

WRITERS, Ltd., the largest Ariel spares stockists. Kennington Cross, London, S.E.11. Rellance 1362 [0243/R

WHITBYS OF ACTON.—All Ariel, Burman, Amal spares.—263, Acton Vale, London, W.3. She. 6785. [S1128/R

O'NEILL BROS. Ltd.—All post-war spares in stock, also Burman, Amal, Lucas; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179

RAPID.—Genuine spares for all models, including gear box and Lucas; prompt c.o.d.—269, Haydons Rd., Wimbledon. Cherrywood 3202-3. [S1162/R

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

HARWOODS OF RICHMOND.—100% Ariel spares stockists.—14, 16, 18, Kew Foot Rd., Richmond. Ric. 2045. [S1050/R

CLAUDE RYE, Ltd., Ariel specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/1/R

PRIDE & CLARKE

1,500 TAX FREE BARGAINS

Continued from previous column

INSURANCE INCLUDED IN TERMS

	Cash Price
B.S.A., '54, 650 c.c. O.H.V. Golden Flash, d/seat, s/arm	£149 10
Gilera, '57, 175 c.c. O.H.V. Super Sports, s/arm	£159 10
Norton, '56, 350 c.c. O.H.V. Mod. 50, d/seat, s/arm	£159 10
Ariel, '56, 350 c.c. O.H.V. Red Hunter, s/arm, spgr.....	£159 10
B.S.A., '55, 650 c.c. O.H.V. Golden Flash, s/arm	£159 10
Triumph, '54, 650 c.c. O.H.V. Tiger 110 Twin, s/arm, d/st.	£159 10
Panther, '56, 600 c.c. O.H.V. Model 100, s/arm, d/seat..	£169 10
Adler, '55, 250 c.c. de luxe Twin, spgr., as new.....	£169 10
Velocette, '57, 350 c.c. O.H.V. Mod. MAC, s/arm, spgr.	£169 10
Norton, '57, 350 c.c. O.H.V. Model 50, s/arm, d/seat	£169 10
A.J.S., '55, 500 c.c. O.H.V. Mod. 20 Twin, s/arm, d/seat	£169 10
Matchless, '56, 350 c.c. O.H.V. Mod. G3LS, s/arm, d/seat	£169 10
B.S.A., '56, 650 c.c. O.H.V. Golden Flash, spgr., d/seat	£169 10
Matchless, '55, 500 c.c. O.H.V. Mod. G9 Twin, s/arm	£169 10
Matchless, '56, 500 c.c. O.H.V. Mod. G80S, s/arm	£169 10
A.J.S., '57, 350 c.c. O.H.V. Mod. 16MS, d/seat, s/arm..	£179 10
Matchless, '57, 350 c.c. O.H.V. Mod. G3LS, s/arm	£179 10
Triumph, '55, 650 c.c. O.H.V. Tiger 110 Twin, s/arm ..	£179 10
Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/arm.....	£179 10
B.S.A., '57, 500 c.c. O.H.V. A7 de luxe Twin, s.a., d.st.	£189 10
Triumph, '56, 650 c.c. O.H.V. Thunderbird, s/arm, spgr.	£189 10
B.S.A., '57, 650 c.c. O.H.V. Golden Flash, s/arm, spgr.	£209 10
Triumph, '57, 650 c.c. O.H.V. Thunderbird, s/arm, spgr.	£219 10
Norton, '57, 600 c.c. O.H.V. Dominator 99, s/arm.....	£219 10
Triumph, '57, 500 c.c. O.H.V. Tiger 100 Twin, s/arm....	£219 10

HIGHEST EXCHANGES

Matchless, '57, 500 c.c. O.H.V. Model G9 Twin, s/arm	£219 10
A.J.S., '57, 600 c.c. O.H.V. Mod. 30 Twin, s/arm.....	£229 10
B.S.A., '58, 650 c.c. O.H.V. "Super Rocket," s/arm	£249 10
Ariel, '57, 1,000 c.c. O.H.V. Square 4 Mk. 2 spgr., d/seat	£269 10

SPECIAL BARGAINS
(Available to Callers only)

James, '49, 98 c.c. 2-speed Comet de luxe.....	£15 10
B.S.A., '47, 500 c.c. S.V. M29 de luxe.....	£25 10
B.S.A., '53, 125 c.c. D1 Bantam, spgr.	£29 10
Jawa, '50, 250 c.c. de luxe, spgr.....	£39 10
B.S.A., '49, 250 c.c. O.H.V. C11 de luxe, teles.....	£39 10
Triumph, '49, 500 c.c. O.H.V. Speed Twin, teles.....	£39 10
Matchless, '48, 350 c.c. O.H.V. Model G3L, teles.....	£39 10
James, '54, 125 c.c. Villiers de luxe, spgr.....	£39 10
B.S.A., '50, 250 c.c. S.V. C10 de luxe, teles.....	£39 10
Velocette, '55, 200 c.c. LE, water cooled Twin, spgr	£49 10
B.S.A., '52, 250 c.c. O.H.V. C11 de luxe, spgr.....	£49 10
Ariel, '51, 350 c.c. O.H.V. Red Hunter, teles.....	£49 10
Sun, '55, 98 c.c., 2-speed Villiers de luxe model.....	£49 10
Ariel, '50, 600 c.c. S.V. Model VB de luxe, teles.	£49 10
R. Enfield, '54, 250 c.c. O.H.V. Clipper, s/arm, d/seat..	£59 10

H.P. A/Cs SETTLED

COMBINATIONS

A.J.S., '54 350 c.c. O.H.V. Mod. 16MS, s/arm, d/seat, with Watsonian Windsor s/str., Lightalight s/car....	£90 10
Ariel, '52, 600 c.c. S.V. Model VB de luxe, spgr., with 2-seater Canterbury child/adult saloon sidecar.....	£100 10
Triumph, '49, 500 c.c. O.H.V. Tiger 100 Twin, s/hub, with Garrard 890 Sports s/car Mk. 2 chassis.....	£120 10
Panther, '51, 600 c.c. O.H.V. Model 100, teles., with Watsonian Ascot saloon sidecar on Kwiktit chassis..	£120 10
Triumph, '50, 650 c.c. O.H.V. Thunderbird, s/hub, with 2-seater Streamline child/adult saloon on VG.21 chass.	£130 10
B.S.A., '54, 500 c.c. S.V. Model M20 de luxe, springer, with Canterbury 2-seater child/adult saloon sidecar..	£150 10
Triumph, '54, 500 c.c. O.H.V. Speed Twin, s/hub, with 2-str. Watsonian Maxstoke child/adult sal. s/car....	£150 10
Triumph, '53, 650 c.c. O.H.V. Thunderbird, s/hub, with 2-seater Watsonian Maxstoke child/adult sal. sidecar	£150 10
B.S.A., '55, 600 c.c. S.V. M21 de luxe springer, with Swallow Tudor saloon sidecar.....	£170 10
B.S.A., '54, 500 c.c. O.H.V. A7 de luxe Twin, spgr., with Swallow Jet 80 Sports sidecar.....	£170 10
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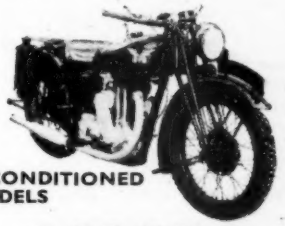

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CLEARANCE offer of brand new 1957 B.S.A.s (all unregistered), D1 Bantam, £95 (listed £102/10); C10L 250cc, £133 (listed £145); B31 350cc, £215 (listed £229/10); 650cc Flash, £249 (listed £266); makers guarantee, easiest terms; send £5 to reserve.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128

B.S.A. WANTED

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

SMITH'S, 86, Chalk Farm Rd., N.W.1, want B.S.A.s.—Gul. 2767. [0068/R

CLAUDE RYE urgently require all models, get our price list first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

WE pay £10 more for B.S.A.; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039

B.S.A. SPARE PARTS

OWEN BROS.

WE have the largest stocks of B.S.A. spares

EVERY spare including Amal, Wico-Pacy, Lucas and B.S.A. exchange service.

NO finer service exists, 24 hour c.o.d. or immediate counter service.

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SPECIALISTS on the spot!

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WHITBYS OF ACTON.

WHITBYS.—London's largest B.S.A. agents. Our association with B.S.A. covers over 50 years.

WE offer the finest service

TREMENDOUS stocks of spares available over the counter or c.o.d. Trade supplied.—Whitbys of Acton, Ltd., 263, Acton Vale, London, W.3. She. 6785. [S1128/R

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FOR B.S.A. genuine spares and replacement service; immediate attention to counter and c.o.d. orders.

MAKE Glanfield Lawrence your B.S.A. service station.

LONDON (FINCHLEY).—407, High Rd., North Finchley, N.12. Fin. 0091.

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CARDIFF.—2-10, City Rd., Cardiff 20531.

BRISTOL.—47-53, Bath Rd., Bristol 78001.

PORTSMOUTH.—147-151, Fratton Rd., Portsmouth 74202.

SWANSEA.—20, Rutland St., Swansea 50311. [S1046/R

ASTON AUTO-MOTORS OF BIRMINGHAM for B.S.A. spares, full stocks; quick postal orders; c.o.d. for return.

172—177, Aston Rd., Birmingham. Ast. X 3201-2. [0559/R

GODFREYS, Ltd.—B.S.A. spares stockists; c.o.d.—all depots; see display advt. [S1052/R

HOE STREET GARAGE, Ltd., Gen. spares; c'nter, c.o.d.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710. [0273

ELEANOR MOTORS.—B.S.A. spares trade supplied, quotation cash or c.o.d. by return.—265-9, Mare St., Hackney, E.8. Amherst 5134/3923 [7933

WHITBYS OF ACTON

USED BARGAINS

THIRD DEPOSIT—RIDE AWAY

NORTON, '57, Dominator 88, 500 c.c. Twin, s/arm, d/seat, panniers, 7,000 miles, immac. **£229**

ARIEL, '56, VB 600 c.c. S.V., s/arm, d/seat, very smart maroon/chrome, ideal sidecar machine **£150**

F.-BARNETT, '56 Falcon 74, 200 c.c. Villiers, s/arm, d/seat, very smart green/chrome finish **£105**

TRIUMPH, '57, Tiger Cub 200 c.c. O.H.V., s/arm, Rodark pann., c/bar, 3,900m., 1 owner, taxed **£125**

TRIUMPH, '53, 6T, 650 c.c. Twin, s/hub, tank parcel grid, v. smart blue/chrome, ideal s/car machine **£130**

SUN, '55, Cyclone 225 c.c. Villiers, s/arm, d/seat, 4-speed, 9,000 miles, good cond. throughout **£85**

B.S.A., '57, D3 150 c.c., s/arm, d/seat, l/shields, carrier, one owner, excellent condition **£85**

ARIEL, '57, Colt 200 c.c. O.H.V., s/frame, panniers, l/shields, screen, 1 owner, immac. **£105**

B.S.A., '54, A10 650 c.c., s/arm, d/seat, carrier, beige/chrome, good condition **£145**

MATCHLESS, '55, 350 c.c. O.H.V., s/arm, d/seat, carrier, full width hubs, immaculate **£145**

MATCHLESS, '57, G11 600 c.c., s/arm, Avon Fairing, carrier, 1 owner, superb condition **£245**

R. ENFIELD, '54, Bullet, 350 c.c., s/arm, d/seat, grey/chrome, in fine order **£109**

A.J.S., '56, 16MS 350 c.c. O.H.V., s/arm, d/seat, immaculate black/chrome finish, perfect ... **£169**

ARIEL, '52, NH 350 c.c. O.H.V., s/frame, pillion, panniers, above average for year ... **£75**

B.S.A., '54, C10L 250 c.c. S.V., s/frame, d/seat, 6,000 miles, green/chrome, very economical **£75**

TRIUMPH, '55, Tiger Cub 200 c.c., s/frame, d/seat, good tyres, good order throughout **£89**

TRIUMPH, '56 (Sept.) 6T 650 c.c. Twin, s/arm, grey/chrome, low mil., very smart ... **£199**

GREEVES, '56, Fleetstar 197 Villiers, 4-spd., s/arm, d/seat, immaculate **£109**

PANTHER, '53, 250 c.c. O.H.V., s/arm, d/seat, 4-spd., Poly/blue and chrome, bargain at ... **£75**

B.S.A., '54, C11G 250 c.c. O.H.V., s/frame, d/seat, 4-spd., c/bar, very smart throughout **£85**

250 NEW 1958 MODELS all leading makes for IMMEDIATE DELIVERY

263-273 THE VALE, ACTON LONDON, W.3

SHE. BUSH 5355/56

Hours of Business: 9 a.m.—7 p.m. weekdays Saturdays 6 p.m.

B.S.A. SPARE PARTS

GEORGE GROSE, Ltd., Ludgate Circus, E.C.4. Cen. 5561 & 834. High Rd., N.12. Hil. 2149. Also Lucas, Wipac, B.S.A. Exc/Repl. c.o.d. service. [0351

PRIDE & CLARKE.—New and second-hand spares; quotations any part by return post, c.o.d.; easy payments.—Stockwell Rd., S.W.9. Bri. 6251. [S1098/R

WEST END MOTORS, Ltd., 171, High St., S.E.15. New X 5118-9; and 179, Upper Tooting Rd., S.W.17. Bal. 4231, for B.S.A., Amal, Wico-Pacy spares. [0125/R

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of B.S.A. spares; call or sent c.o.d. [S1169/R

KAYS OF EALING, Ltd., B.S.A. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal 2387. [S1075/R

CLAUDE RYE, Ltd., B.S.A. specialists.—Comprehensive range, including 100% Bantam spares available; c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R

PARKS for B.S.A., official stockists for S.E. London; 100% B.S.A. spares stock and associated Wipac, Amal, Lucas, Ferodo; prompt c.o.d. service; B.S.A. exchange replacement service; Dandy spares and accessories; Gold Star specialists.—Tel. Lee Green 0535. 404, High St., Lewisham, S.E.13. [0505/R

B.S.A. SERVICE

24-hour c.o.d. service on all B.S.A. spares and exchange replacement units; engines, gear boxes, clutch plates, brake shoes, frames, forks, wheels, in fact every item you require; stockists also for Amal, Wico, Lucas and Smiths speedos. Don't keep that machine off the road, use our 100% service.—Coventry Motor Mart, Ltd., B.S.A. Specialists, Postal Department 7, 86, London Rd., Coventry. Tel. 2146 and 7. [0077/R

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GLANFIELD LAWRENCE.

LARGEST Corgi spares stockists in the country.

SEND for free spares list, enclosing 3d stamp for postage.

407 419, High Rd., N. Finchley, N.12. Finchley 0091. [S1044/R

DAYTON ALBATROSS

GODFREYS, Ltd., Dayton Albatross dealers all depots. See display advert. [C1052/R

MEETEN'S, Shannon Corner, New Malden. Tel. 3110 for immediate delivery of Albatross twin. [C1203

WHITBYS OF ACTON.—Immediate delivery of new Albatross.—273, Acton Vale, W.3. She. 5355. [C1128/R

DIANA

GODFREYS, Ltd., for Diana, all depots.—See display advert. [C1052/R

CLAUDE RYE.—Immediate delivery new Diana; choice of colours, terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

SLOCOMBES OF NEASDEN!!! for your new Diana; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

PUTNEY AUTOS, Ltd., main agents for your new Diana; terms; exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. E.C. Thurs., 1 p.m. [C1138/R

D.K.R.

G.H. CYCLES. Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. [0093

COMERFORDS.—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton. [C1006

SLOCOMBES OF NEASDEN!!! for your new D.K.R.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

CLAUDE RYE.—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

MEETEN'S, Shannon Corner, New Malden. Tel. 3110 for immediate delivery D.K.R.-Villiers Dove with kick starter, Pegasus with electric starter and Defiant 200cc 4 speed electric starter models; trade supplied; Villiers service. [C1203

D.M.W.

COMERFORDS for D.M.W. Dolomite trials twin from stock; 50 other competition models, new and second-hand.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

MEETEN'S, Shannon Corner, New Malden. Tel. 3110 for immediate delivery of the D.M.W. Cortina 250cc twin sports and trials models also 200cc Popular; lists free; D.M.W. Bambi scooters £110/8 complete with speedo; yours for £37/8 deposit, bal. by h.p. [C1203

D.O.T.

DOT CYCLE & MOTOR MANUFACTURING Co., Ltd., Manchester, 13. Tel. Blackfriars 5472-3-4. [0222/R

COMERFORDS.—1958 Dot works replica; delivered from stock; 50 other competition models new and secondhand.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

GEO CLARKE MOTORS LIMITED

500 SOLO BARGAINS

at 276-278 Brixton Hill, S.W.2

	CASH	PRICE
A.J.S., '53, 500 o.h.v. Model 18M, s/car geared	£85	10
A.J.S., '52, 500 o.h.v. Model 18MS, S/A, d/st.	£95	10
A.J.S., '53, 350 o.h.v. Model 16MS, S/A, d/st., teles.	£100	10
A.J.S., '55, 500 o.h.v. 18S, S/A, d/st.	£129	10
A.J.S., '55, 350 o.h.v. 16MS, d/st., S/A	£129	10
A.J.S., '54, 500 o.h.v. Twin, s/arm, d/st.	£150	10
A.J.S., '57, 600 o.h.v. Mod. 30 Twin, S/A, d/st.	£200	10
ARIEL, '48/47, 350 o.h.v. NG. Bargain	£80	10
ARIEL, '48, 350 o.h.v. NG, teles., pillion	£89	10
ARIEL, '51, 500 o.h.v. VH, spgr., s/car geared	£80	10
ARIEL, '48, 1,000 o.h.v. Sq. 4, teles., good condition	£80	10
ARIEL, '51, 500 o.h.v. KH Twin, teles. Very clean	£89	10
ARIEL, '55, 200 o.h.v. Colt, spgr., d/st.	£65	10
ARIEL, '55, 200 o.h.v. Colt, spgr., d/st.	£75	10
ARIEL, '54, 350 o.h.v. Red Hunter, s/arm	£105	10
ARIEL, '54, 500 o.h.v. VH, S/A, d/st.	£115	10
ARIEL, '56, 500 o.h.v. KH Twin, S/A, d/st., ex. cond.	£130	10
ARIEL, '55/56, 500 o.h.v. VH Twin, s/arm., V. smart	£140	10
ARIEL, '57, 650 o.h.v. Huntmaster, s/arm, d/st.	£190	10
B.S.A., '46, 250 o.h.v. C11, d/st., teles.	£29	10
B.S.A., '47, 350 o.h.v. Mod. B31, de luxe	£39	10
B.S.A., '48, 500 o.h.v. B33, teles., pillion	£40	10
B.S.A., '48, 500 o.h.v. A7 Twin. Very clean	£55	10
B.S.A., '50, 500 o.h.v. M33, teles., d/st.	£55	10
B.S.A., '52, 250 o.h.v. C11, spgr., pillion	£50	10
B.S.A., '49, 500 o.h.v. A7 Twin, overhauled	£65	10
B.S.A., '49, 500 o.h.v. B33, springer	£65	10
B.S.A., '54, 250 o.h.v. C11, teles., d/st., w/screen	£69	10
B.S.A., '50, 500 o.h.v. A7, teles., f/shields, d/st.	£69	10
B.S.A., '54, 250 o.h.v. C11G. Very clean	£69	10
B.S.A., '55, 250 s.v., spgr., w/screen, panns.	£69	10
B.S.A., '52, 500 o.h.v. A7 Twin, spgr., d/st.	£79	10
B.S.A., '57, 250 s.v. C10L, spgr., panns, Avon fairing	£85	10
B.S.A., '54, 500 o.h.v. B33, spgr., d/st.	£95	10
B.S.A., '53, 350 o.h.v. B31, spgr., d/st. Very nice	£90	10
B.S.A., '52, 650 o.h.v. A10, spgr., d/st., black	£115	10
B.S.A., '57, 250 o.h.v. C12, S/A, d/st.	£119	10
B.S.A., '55, 350 o.h.v. B31, S/A, d/st. Bargain	£119	10
B.S.A., '53, 650 o.h.v., spgr., d/st.	£129	10
B.S.A., '53, 650 o.h.v. A10, spgr., beige. Bargain	£130	10
B.S.A., '56, 650 o.h.v. A10, Avon carrier, S.A. d/st.	£135	10
B.S.A., '48, 500 s.v. M20, w/screen	£25	10

Dear Sirs, Mold, Flintshire. 4th May, 1958

I am writing to inform you that I recently received the B.S.A. 250 c.c. and I would like to say that I found the machine in perfect condition mechanically, also the machine pleased me so much that I had no hesitation in advising two friends of mine, future prospective buyers, to write for details to you. F.W.

	CASH	PRICE
DOUGLAS, '53, 350 o.h.v. Mk. V Twin. Good	£89	10
ENFIELD, '41, 250 o.h.v. Good condition. Bargain	£25	10
ENFIELD, '46, 350 o.h.v. Model G, teles.	£29	10
ENFIELD, '50/51, 350 o.h.v. Model G, teles., pillion	£49	10
ENFIELD, '53, 350 o.h.v. Model G, teles., pillion	£59	10
ENFIELD, '55, 350 o.h.v. Bullet, S.A, d/st. Bargain	£89	10
ENFIELD, '55, 350 o.h.v. Bullet, S.A, d/st.	£119	10
EXCELSIOR, '51, 250 Twin, spgr. Bargain	£49	10
F.-BARNETT, '54, 197 S/A, d/st.	£79	10
F.-BARNETT, '55, 197, S/A, d/st., w/screen	£85	10
F.-BARNETT, '56, 197 Falcon 74, S/A, d/st.	£95	10
F.-BARNETT, '55, 235 Cruiser de luxe, S/A, d/st.	£95	10
INDIAN, '35, 250 Brave, S/A, d/st.	£89	10
INDIAN, '36, 250 s.v., S/A, d/st., teles.	£75	10
JAMES, '56, 197 Captain, S/A, d/st., w/scrn.	£92	10
JAMES, '56, 197 Captain, S/A, d/st.	£96	10
MATCHLESS, '47, 350 o.h.v. G3L, teles., spgr.	£39	10
MATCHLESS, '50, 500 o.h.v. G80S, S/A, d/st.	£149	10
MATCHLESS, '56/57, 350 o.h.v. G3LS, S/A, d/st., 4,000 mi.	£179	10
MATCHLESS, '54/55, 500 o.h.v. Twin, G9, S/A, d/st.	£179	10
NORTON, '47, 500 o.h.v. Model 18, Avon fairing	£39	10
NORTON, '54, 500 o.h.v. ES2, teles., d/st.	£139	10
NORTON, '56, 500 o.h.v. Dominator 99, S/A, d/st.	£195	10
NORTON, '57, 500 o.h.v. Dom. 88, S/A, d/st. As new	£200	10
NORTON, '57, 600 o.h.v. Mod. 99, S/A, under 2,000 m.	£230	10
PANTHER, '38, 600 o.h.v., fitted teles., pillion	£29	10
PANTHER, '51, 250 o.h.v. Model 65, teles., d/st.	£45	10
PANTHER, '52, 600 o.h.v. Model 100, pillion	£95	10
SUNBEAM, '53, 500 o.h.c., w/screen. Good condition	£115	10
SUNBEAM, '55, 500 o.h.c. S8. Good condition	£149	10
SUNBEAM, 47/48, 500 o.h.c., S7. Bargain	£59	10
SUNBEAM, '57, 500 o.h.c. S7, as new, £20 extras	£189	10
SUNBEAM, '57, 500 o.h.c. S7, 5,000 miles only	£189	10
TRIUMPH, '47, 350 o.h.v. Twin, 3T. Nice cond.	£39	10
TRIUMPH, '48, 350 o.h.v. 3T. Nice condition	£39	10
TRIUMPH, '55, 200 o.h.v. T20, spgr., d/st.	£85	10
TRIUMPH, '55, 200 o.h.v. T20, spgr., d/st.	£87	10
TRIUMPH, '51/52, 650 o.h.v. Thunderbird. Bargain	£95	10
TRIUMPH, '53/54, 500 o.h.v. 5T, s/hub, d/st.	£129	10
TRIUMPH, '53, 650 o.h.v. Thunderbird, record, S/A	£135	10
TRIUMPH, '54/55, 500 o.h.v., d/st., S/A	£150	10
TRIUMPH, '56, 500 o.h.v. 5T, s/arm, d/st.	£169	10
TRIUMPH, '55, 650 o.h.v. T110 Twin, S/A, d/st., crash bar	£175	10
TRIUMPH, '56, 500 o.h.v. 5T, S/A, d/st.	£175	10
TRIUMPH, '55, 650 o.h.v. Twin, S/A, d/st.	£169	10
TRIUMPH, '56, 650 o.h.v. 6T, S/A, d/st. As new	£185	10
VELOCETTE, '47, 350 o.h.v. MAC, teles.	£40	10
VELOCETTE, '53, 200 s.v. LE, d/st. Good condition	£59	10
VELOCETTE, '54, 200 s.v. LE, S/A, panns.	£65	10
VELOCETTE, '54, 200 s.v. LE, S/A, d/st.	£75	10
VELOCETTE, '57 (Reg.), 200 s.v. LE, S/A. Perfect	£89	10
VELOCETTE, '54, 500 o.h.v. MSS, S/A, d/st.	£135	10
VELOCETTE, '57, 192 o.h.v. Valiant Twin, S/A. As new	£155	10
VINCENT, '50, 500 o.h.v. Comet, S/A, d/st.	£85	10
VINCENT, '52, 1,000 o.h.v. Black Shadow, S/A, d/st.	£150	10
ZUNDAPP, '56, 200 Model 2008, S/A, d/st.	£99	10
ZUNDAPP, '56, 200 Model 2008, S/A, d/st., F.W. hubs	£115	10

Continued in next Column →

DOUGLAS

GODALMING.—G. D. Brown is the Douglas specialists; sales and service; satisfaction assured —12, Meadrow. Tel. 412. [C1008/R

39gns.—Douglas September 1947 348cc. ohv. spring frame, dual seat; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

DOUGLAS WANTED

WE pay £10 more for Douglas; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days. Sundays 11 a.m. until 5 p.m Tel Reading 2237. [W1039

DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd.—Full range of spares for the T35 model, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

DOUGLAS VESPA

GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R

WHITBYS.—Vespa specialists, new and second-hand. 273 Acton Vale, London, W.3. She. 5355. [C1128/R

WALTON-ON-THAMES MOTOR Co., Ltd. (main agents), Bridge St., Walton-on-Thames 200. [0261/R

SLOCOMBES OF NEASDEN!!! for your new Vespa: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

LEDA Scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0034/R

CLEARANCE offer!!—One only Vespa 150cc brand new and unregistered 1957 model. £145 (listed £166), maker's guarantee; also one 125cc model at £135 (listed £149); terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128

DOUGLAS VESPA WANTED

GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

DOUGLAS VESPA SPARE PARTS

GLANFIELD LAWRENCE. No waiting.

WE hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our per-return postal service.—Call, 'phone or write, 407, High Rd., North Finchley, N.12. Tel. Fin. 0091. [S1044/R

GEORGE GROSE, Ltd., 834, High Rd., N.12. Hil. 2149. All spares & Access. c.o.d. service. [0352

GODFREYS, Ltd.—Croydon, 208, Gt. Portland St., W.1, Forest Gate. See display advert. [S1052/R

YOUNG'S.—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R

HUMPHREYS for Vespa spares and accessories: counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R

EXCELSIOR

ROWLAND SMITH'S for Excelsior.

NEW models in stock; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

PANKHURST OF HAMMERSMITH:—

1957 Talisman twin sports, very small mileage; £149; all new models available from stock; terms, exchanges; open 'til 8 p.m. every week-day.—317, Kings St., W.6. Riverside 1401. [C1136

YOUNG'S.—Excelsior main agents; terms, exchanges. —32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R

EXCELSIOR 1956 98cc spring excel. cond., 3,500 mls., one owner, bargain; £46.—Rav. 5550 evenings. [7925

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F.-BARNETT, '55/56, 225 T/S, Cruiser, teles., S/A, d/seat	£60	10
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MATCHLESS, '47 (reg.), 350 o.h.v. G3L and Rankin S/S saloon s/car	£89 10
NORMAN, '54, 197 B32/DL and Garrard L/weight S/S saloon s/car	£85 10
NORTON, '46, 500 o.h.v. M18, and Watsonian Albion saloon sidecar	£40 10
NORTON, '47, 500 s.v. 16H, and saloon s/car	£40 10
NORTON, '47, 633 s.v. Big 4, teles., and C/A saloon s/car	£50 10
NORTON, '51, 500 o.h.v. M18 and Swallow 2-str. Spts. s/car	£95 10
NORTON, '49, 500 o.h.v. and Watsonian Avon s/car	£95 10
NORTON, '52, 500 o.h.v. ES2, spgr., and Watsonian Maxstoke 2-seater Family saloon s/car	£115 10
NORTON, '53, 500 o.h.v. ES2, spgr., and Canterbury C/A saloon sidecar	£129 10
NORTON, '53, 600 s.v. Big 4, and Canterbury C/A saloon	£139 10
NORTON, '52, 500 Dominator 88, and '56 Watsonian Monarch tourer s/car	£159 10
NORTON, '56, 600 o.h.v. 198 S/A and Watsonian Avon s/c.	£189 10
PANTHER, '37, 600 o.h.v. M100, and Family C/A saloon	£19 10
PANTHER, '50, 600 o.h.v. M100, and Swallow Cossack Occ. 2-seater touring sidecar	£60 10
PANTHER, '38, 600 o.h.v. M100, and 2-seater Family saloon sidecar	£69 10
PANTHER, '48, 600 o.h.v. M100, and Garrard 89G Sports	£89 10
PANTHER, '50, 600 o.h.v. M100, and Watsonian Albion S/S saloon sidecar	£89 10
PANTHER, '51, 600 o.h.v. M100 and Watsonian Ascot sal. s/car	£100 10
PANTHER, '51, 600 o.h.v. and single-str. s/car	£100 10
PANTHER, '52, 600 M100 and '54 Watsonian Ascot s/car	£129 10
PANTHER, '54, 600 o.h.v. M100, and Trinder C/A saloon	£149 10
PANTHER, '55, 600 o.h.v. M100, and C/A Streamline s/car	£199 10
PANTHER, '56, 600 o.h.v. M100 de luxe spgr., and Garrard Silchester sidecar	£200 10
SUNBEAM, '48, 500 Twin 87 spgr., and S/S sidecar	£60 10
SUNBEAM, '47, 500 o.h.c. 87, spgr., and Watsonian Windsor single-seater s/car	£79 10
SUNBEAM, '51, 500 o.h.c. 88, spgr., and Watsonian Maxstoke Family saloon	£119 10
SUNBEAM, '51, 500 o.h.c. 88 and Family C/A saloon s/car	£115 10
SUNBEAM, '51, 500 o.h.c. 88 spgr., and Watsonian Ascot S/S saloon sidecar	£129 10
SUNBEAM, '50, 88 and Canterbury 2-adult saloon s/car	£139 10
TRIUMPH, '55, 500 o.h.v. T100, and Watsonian Monarch sidecar	£249 10
VELOCETTE, '47, 500 o.h.v. M88, and Watsonian Maxstoke 2-seater Family saloon s/car	£79 10
VINCENT, '50, 1,000 o.h.v. Series "C" Rapide, and 1955 Streamline 2-seater Family saloon	£169 10
ZUNDAPP, '36, 200 Bella, and matching Steib box s/car	£150 10

AT 275 HIGH ST. ACTON

ARIEL, '49, 500 o.h.v. R. Htr., teles., Wat. Albion saloon	£50 10
ARIEL, '47, 500 o.h.v., teles., Canterbury C/A saloon	£59 10
ARIEL, '50, 500 o.h.v., teles., B.S.A. 22/47 tourer	£60 10
ARIEL, '51, 500 o.h.v., teles., B.S.A. sal. VG.21 ch.	£62 10
ARIEL, '53, 500 o.h.v. Twin, '54 Trinder D/A sal., Velvet	£90 10
ARIEL, '49/50, 500 o.h.v., '53 C/bury C/A sal., s/arm ch.	£105 10
ARIEL, '52, 500 o.h.v. VH, spgr., '56 Monarch coupe	£129 10
B.S.A., '48, 500 s.v., '54 Swallow Comet C/A saloon	£69 10
B.S.A., '48, 500 s.v. M20, Swallow Commando s/car	£59 10
B.S.A., '49, 500 s.v., teles., Wat. Avon on B.S.A. ch.	£60 10

Continued in next col. ▶

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SPEEDWAY OF ACTON.

1955 LD 150cc. screen, pillion; from £89/10.

1956 LD 150cc, screen, pillion, etc.: from £109/10.

1957 Mark III 150cc, many extras; £135.

1957 LD 150cc. many extras; from £119/10.

DOZENS of used scooters always in stock with three months' guarantee.

EVERY new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2 [C1121

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1955 150 LD, host of extras; £109; all new models from stock; terms, exchanges; open 'til 8 p.m. every week-day.—317, Kings St., W.6. Riverside 1401. [C1136

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1957 Lambretta LD150, 2,000 miles only, many extras; £139.

WE have a very large selection of new and used scooters, immediate delivery; Bicycles in part exchange, your cycle could be your deposit.—Brixton 6556. [C1122

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R

LAMBRETTA.—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4242 Preston. [0044/R

WHITBYS for bargains in used Lambrettas.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R

£135—Lambretta, April 1957, 150cc LDB, two tone blue, 5,500 miles, many extras, ex. con.—Hit. 3649. [7897

SLOCOMBES OF NEASDEN!!! for your new Lambretta; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115

WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val. 0191. [C1119/R

NEW Lambrettas from £23/19/2 down, 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [0035

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given.—190, The Broadway, N.W.9. Hendon 8629. [C1179

ELITE MOTORS for your new Lambretta; every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.7. Balham 1200. [C1169/R

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

SPECIAL offer: 1957 Lambretta FD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 6cwt capacity; cut your costs the easy way; list price £280, our clearance price £219.

BEST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. [C1069/R

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, one-third deposit, exchanges, terms.—225-7, Westminster Bridge Rd., S.E.1. Wat. 3103. 157, Old Brompton Rd., S.W.5. Fre. 1844. 162, Finchley Rd., N.W.3. Swi. 3767. [0211

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ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1138/R

SPEEDWAY OF ACTON require clean Lambrettas; we will collect anywhere; h.p. accounts settled.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. [W1121

CLAUDE RYE urgently require all models, get our price list first! H.p. accounts settled, we pay carriage.—695-921, Fulham Rd., S.W.6. Rem. 6174. [W1105/R

WE pay £10 more for Lambretta; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039

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GEO CLARKE MOTORS LIMITED

COMBINATIONS (Cont.) at 275 High St. Acton

	Cash Price
B.S.A., '49, 500 o.h.v. M33, teles., S/line C/A saloon	£60 10
B.S.A., '49, 600 s.v. M21, teles., B.S.A. 22/47 saloon	£60 10
B.S.A., '49, 600 s.v. M21, teles., Blacknell C/A saloon	£75 10
B.S.A., '49, 500 s.v., teles., '54, Swallow Comet C/A saloon	£79 10
B.S.A., '50, 600 s.v. M21, teles., coachbuilt Family saloon	£85 10
B.S.A., '54, 500 s.v., teles., Commercial box sidecar	£90 10
B.S.A., '54, 500 s.v. M20, teles., 1958 Royal C/A saloon	£130 10
B.S.A., '55, 500 s.v., new '58 Raven D/A sal., B.S.A. ch.	£140 10
B.S.A., '52, 500 o.h.v., '54 Wat. Ascot saloon	£140 10
B.S.A., '54, 600 s.v. M21S, teles., spgr., Watsonian Maxstoke D/A 6/5 saloon	£160 10
B.S.A., '53, 650 A10S, spgr., Wat. Ascot sal., VG21, and br.	£170 10
B.S.A., '57, 650 o.h.v. A10S, C'bury C/A sal., GMC3 ch.	£270 10
ENFIELD, '53, 500 o.h.v. J2, teles., Raven C/A saloon	£115 10
LAMBRETTA, '57, 150 LD and Wat. Bambini	£100 10
MATCHLESS, '47, 500 o.h.v. G80, teles., HMB C/A sal.	£40 10
MATCHLESS, '48, 500 o.h.v., teles., HMB C/A sal.	£50 10
MATCHLESS, '49, 350 o.h.v. G3L, teles., Wat. Windsor	£60 10
MATCHLESS, '55, 500 o.h.v. G80, teles., d/seat, Swallow Jet 80 sports on Silk chassis. Perfect	£170 10
NORTON, '46, 500 s.v., Raven C/A sal. Cash only	£60 10
NORTON, '35 (reg.), 500 s.v., Swallow 101 Tourer	£29 10
NORTON, '47, 500 s.v. 16H, teles., HMB C/A sal., Vel. ch.	£60 10
NORTON, '48, 500 ES2, spgr., Busmar saloon	£60 10
NORTON, '48, 500 o.h.v. ES2, teles., spgr., B'nell Derby sal.	£70 10
NORTON, '49, 600 s.v., teles., spr., '57 Blacknell D/A spr., Safety chassis and brake	£140 10
NORTON, '52, 500 o.h.v. Dom 7 Twin, spr., '56 Ascot on spr. VG21 and brake	£150 10
PANTHER, '38, 600 o.h.v., large C/A saloon	£30 10
PANTHER, '48, 600 o.h.v., teles., Maxstoke C/A sal.	£62 10
PANTHER, '50, 600 o.h.v., teles., '51 Maxstoke C/A sal.	£60 10
PANTHER, '53, 600 o.h.v., '56 Canterbury D/A saloon	£160 10
PANTHER, '55, 600 o.h.v., s/arm, HMB D/A sal.	£160 10
PANTHER, '54, 600 o.h.v., '55 Wat. Maxstoke 6/5 saloon	£170 10
PANTHER, '55, 600 o.h.v., S/A, '58 Raven D/A saloon	£190 10
TRIUMPH, '49, 500 S. Twin, s/hub, Albion saloon	£110 10
TRIUMPH, '55, 650 Twin, matching 890 Sports, Mk. II ch.	£210 10
TRIUMPH, '56, 650 s/arm, fitted pearl grey matching C'bury Challenger saloon on GMC7A S/A, ch. and brake	£240 10
VINCENT, '50, Black Shadow, '53 C'bury C/A saloon	£160 10

USED CARS AND THREE-WHEELERS AT 276-8 BRIXTON HILL

A.C. Petite, '54, 350, cream, saloon	£190 10
A.C. Petite, '56, 350 Family sal., blue	£240 10
AUSTIN, '35, 7 h.p. saloon, blue, runner	£20 10
B.S.A., '32, TW7 3-wheeler, as seen	£40 10
BOND, '50, 197 c.c., bronze, 2-seater de luxe	£60 10
B.M.W. Isetta, '57, 300 c.c., primrose	£280 10
FORD, '37, Popular. Real bargain	£320 10
GORDON, '54, 197 c.c. 3-wheeler saloon, blue	£60 10
MESSERSCHMITT, '56, 200, pearl grey	£210 10

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CANTERBURY, 2-str. Fam. sal. s/car and chassis	£65 10
GARRARD Ladbroke D/A sal. Mk. II chassis, choice of 2	£40 10
LAMBRETTA box body on L/wt. chassis	£15 10
WATSONIAN Ascot body	£7 10
WATSONIAN all-steel comm. box, shop soiled, bargain	£0 10
WATSONIAN Maxstoke C/A body	£15 10
WATSONIAN Avon body only	£10 10
WATSONIAN Ascot body, as new	£22 10
WATSONIAN Windsor tourer and chassis, maroon	£30 10
WATSONIAN Windsor tourer, complete with chassis	£35 10
GARRARD 89G Sports body, red	£2 10
B.S.A. Tourer body, black	£5 0
HOME BUILT Sports bodies. Choice of 3	£1 0
BLACKNELL Bullett Sports body, red	£15 0
WATSONIAN Windsor body, silver	£10 0

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A.C. Petite, 350 c.c. saloon	£390 8 6
BOND, 197 c.c. 4/5-seater de luxe, Mark D	£335 5 3
BOND, 197 c.c. 3-seater, Mark E	£379 13 9
B.M.W. Isetta, 300 c.c.	£383 10 6
B.M.W. Isetta "Plus" Model	£390 10 6
HEINKEL, Cabin Cruiser, 174 c.c.	£394 17 0
HEINKEL, Cabin Cruiser, 204 c.c.	£407 13 0
MESSERSCHMITT KR 200 de luxe	£330 13 6
MESSERSCHMITT Convertible	£339 13 6
RELIANT, 7 h.p. saloons and tourers, from	£453 8 6

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Why not Exchange your comb. for Ford, Morris or Austin Saloon or Van? Write for exchange Allowance by return. Earliest delivery.

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We have one of the largest selections of new combinations in Great Britain. Any make or model of sidecar to fit any make or model of motor cycle. Your old motor cycle taken as deposit or part deposit, on new outfit, write or call for top exchange allowance.

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Blacknell, B.S.A., Busmar, Canterbury, Garrard, Norton, Swallow, Surrey, Raven, Rankin, Streamline, Sunbeam & Watsonian. Fitted Free.

Exchanges welcomed. H.P. accounts settled. Pay deposit, ride away. 24-hour postal service. On-the-spot tax and insurance. Money-saving Combination lists free. Write for list.

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275 HIGH ST., ACTON, W.3 ACOrn 4549

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SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [S1121/R

PALMERS for Lambretta spares and service.—81 Stanley Rd., Teddington. Molesey 1646. [S1003

GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York, 24017. [0073/R

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [S1052/R

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8, for sales, spares, service, repairs.—Amherst 5134/3923. [7936

ELEANOR MOTORS (STADIUM).—East London's fully equipped service station, sales, spares, repairs.—98-106, Lea Bridge Rd., Clapton, E.5. Amherst 6606. [7935

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MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicoletta 249cc and 277cc super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [0602/R

L. STEVENS, Ltd., offer:—

£149 10.—1958 model Maicomobil Monster scooter, only one owner, taxed for the year.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [C1151

RON McKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1086

EAST HILL MOTORS, Ltd., for your new Maico Typhoon 400cc twin, immediate delivery, all colours.

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0055

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R

CLAUDE RYE.—Immediate delivery new Maicos. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

SPEEDWAY OF ACTON for immediate delivery, all colours, all models.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. [1121

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EARLY deliveries of these models are usually possible if you order now through Nick Lancaster, 53, Whitegate Drive, Blackpool. Tel. 24720. [0147

EAST HILL MOTORS, Ltd., for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available.

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MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223 [0108/R

L. STEVENS, Ltd., offer:—

£159 10.—1955 500cc Matchless Twin, a very good example of one of the best Twins ever designed, red and chrome

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JOHN SURTEES, West Wickham, Kent, for your Matchless.—Spring Park 3700. [C1145

ARCHER OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd. Tel. 325 [0363/R

PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R

SLOCOMBES OF NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines [C1115

1954 Matchless 350cc streamline, windscreen and panniers, this bike is in really very good condition; £135 or offer.—Tel. Waterloo 5371. [7910

WHITBYS OF ACTON.—New models in stock; exchanges, h.p., spares.—263 273, Acton Vale, London, W.3. She. 5355 (Showrooms); She. 6785 (Spares). [C1128/R

RENNO'S real bargain.—1953 Matchless G9 500cc twin, swinging arm, teledraulic forks, dual seat; real bargain, 129gns.—232-3-4, Upper St., London, N.1. Can. 2021. [C1004

NAYLOR & ROOT LTD

MOTOR CYCLES SCOOTERS 3-WHEELERS

THIRD DEPOSIT 24 months to pay Written Guarantee

A SELECTION FROM 750 BARGAINS

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'58	**MATCHLESS** G11, 600 Twin, s/arm, Avon fairing, 3,000 mls. Absolutely flawless	£239
'55	**VINCENT** Black Shadow 1,000 ohv Twin, 150 m.p.h. speedo., panniers, excellent motor	£219
'57	**TRIUMPH** 5T, 500 Twin, Q.D. wheel, s/arm, one owner, 6,000 miles, excellent cond.	£219
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'56	**B.S.A.**, A7, 500 Twin, maroon, one owner, many extras, 3 of these popular models at	£179
'54	**NORTON** 88, 500 Twin, Featherbed frame. Complete overhaul by us. Confidently recommended	£169
'56	**B.S.A.** B33 500 ohv, d/seat, s/arm, one owner, really excellent machine. Choice of 2	£159
'56	**A.J.S.** 16MS 350 ohv, d/seat, s/arm, low mileage, many extras. Very smart machine	£159
'57	**JAMES** Commodore 250 c.c., s/arm, panniers, superb grey finish, mileage only 4,000	£139
'54	**TRIUMPH** 5T 500 Twin, d/seat, s/hub. Overhauled by us, respayed. Looks new	£139
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'54	**ARIEL** KH 500 Twin, d/seat, s/arm, crash bar, panniers, nice cond. Choice of 2 at	£129
'54	**B.S.A.** B33, 500 ohv, d/seat, s/arm. Excellent machine fitted with many extras	£129
'56	**TRIUMPH** T20 Tiger Cub, 200 ohv, d/seat, s/arm, Rodark panniers, excellent appearance. Many at	£98
'55	**B.S.A.** C11 250 ohv spgr., d/seat, smart. One of many of these economical models	£89
'53	**EXCELSIOR** Talisman Twin 250 spgr., d/seat, panniers, very clean condition	£59

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'57	**B.S.A.** Dandy 70 c.c. lightweight scooter, screen, speedo, new condition. Bargain	£59
'55	**VESPA** 125 c.c., light grey finish, dual seat, good tyres. Smart machine	£89
'57	**LAMBRETTA** LDB 150 c.c., Winchester Blue, pillion, sern. carrier, 7,000 miles. Perfect	£129
'56	**BELLA** 150 c.c., d/seat. Superb blue finish. Many extras. One of three well kept models at	£139

COMBINATIONS

'56	**B.S.A.** A10 Golden Flash 650 Twin, spgr., black, 1 owner, 11,000 miles; matching Swallow Vulcan double adult sln., sprung chassis. Superb outfit	£279
'55	**VINCENT** Black Shadow, 1,000 c.c. Twin, 150 m.p.h. speedo., matching Steib single-str. sports, sprung wheel, brake. Very stylish outfit	£269
'57	**B.S.A.** A7 500 Twin, black, enc. chain, s/arm, 1 owner, 5,000 miles; matching Watsonian Avon single-str. Tourer, spg. chassis, brake	£269
'56	**A.J.S.** 18S 500 ohv, d/seat, s/arm, low mileage; Watsonian Avon single-str. tourer on VG21 spg. chassis, brake. Unblemished condition	£229
'54	**NORTON** Mdl. 7 500 ohv Twin, d/seat, s/arm. Overhauled by us and fitted with Watsonian Ascot full-door sln. on VG21, spg. chassis	£179
'53	**TRIUMPH** 6T Thunderbird 650 Twin, d/seat, s/hub, matching Streamline C/A sln. on VG21 spg. chassis. Complete overhaul by us. Smart outfit	£169
'52	**SUNBEAM** S7, 500 ohc shaft drive Twin, green; matching B & A. single-str. Tourer on spg. chassis. Recent overhaul. Recommended	£149
'49	**PANTHER** 600 ohv Twin Pat, pillion seat, matching Watsonian Maxstoke c/adult saloon. Excellent mechanical condition, nice clean appearance	£119

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Hours: 9 a.m. to 7 p.m. Saturday 6 p.m.

SPECIAL SCOOTER SHOWROOM:
297 LAVENDER HILL, CLAPHAM JUNCTION

MATCHLESS

CLEARANCE offer!!—Brand new and unregistered 1957 G80S £220 (listed £247/12), maker's guarantee; terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

CLAUDE RYE urgently require all models, get our price list first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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OSGOOD & COATES, Ltd., Matchless specialist; spares and repairs.—781-5 Old Kent Rd., London, S.E.15. New Cross 0513. [S1094

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B.S.A., '56, 150 c.c. Bantam Major, teles., spgr., d/seat	£69 10
B.S.A., '57, 150 t/s Bantam Major, teles., s/arm, d/seat	£79 10
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LAMBRETTA, '56, 150 LD Scooter	£109 10
LAMBRETTA, '57, 125 Mark III Scooter	£119 10
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GEORGE CLARKE pay most for Panther.—278 Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

WE pay £10 more for Panther; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039

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PANTHER spares, c.o.d. by return, nearest agent to Panther works.—Newton Motors, 397, Manchester Rd., Bradford 29719. [7582

GEO. CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2. Tulse Hill 3211. [S1019/R

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loampit Hill, Lewisham, S.E.13. Tideway 4261. [S1065/R

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchange units in stock.—Rapids, 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [S1162/R

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A.J.S., 1950, Model 20 500 c.c. "Spring Twin," swinging arm, dual seat, black and chrome. Very nice condition	£109
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£58.—Royal Enfield 500cc twin 1951, private h.p. if desired.—Morley, 1, Wilbury Grove, Hove 33931. [7816

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ARIEL, 1954, NH 350 c.c. O.H.V., s/arm springer, d/seat	£109
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B.S.A., 1954, B31 350 c.c. O.H.V., springer, low mileage	£119
TRIUMPH, 1952, T100C 500 c.c. O.H.V. Sports Twin. Fast	£119
MATCHLESS, 1952, G9 500 c.c. O.H.V. Twin, s/arm springer	£119
ARIEL, 1954, VH 500 c.c. O.H.V. Sports, Avon droop snoot	£125
NORTON, 1954, E82 500 c.c. O.H.V., teles., spring frame	£125
B.S.A., 1954, A7 500 c.c. O.H.V. Twin, springer. Clean..	£129
MATCHLESS, 1954, G3LS 350 c.c. O.H.V., s/arm, springer	£135
ARIEL, 1955, NH 350 c.c. O.H.V., s/arm, springer. Nice	£135
N.S.U., 1955, Max 250 c.c. O.H.V., fast sports single......	£139
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TRIUMPH, 1955, 5T 500 c.c. O.H.V., Q.D. wheel, s/arm	£149
MATCHLESS, 1956, G80S 500 c.c. O.H.V., s/arm, spr. As new	£155
NORTON, 1954, 88 500 c.c. O.H.V. de luxe, Avon fairing	£159
TRIUMPH, 1955, 6T 650 c.c. O.H.V.. sidecar specification	£165
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ARIEL, 1953, Sq. 4 1,000 c.c. Mk II O.H.V., 4-cylinder	£175
NORTON, 1956, 88 500 c.c. O.H.V. de luxe, Avon fairing	£179
TRIUMPH, 1956, T100 O.H.V. Sports Twin, low mileage	£179
B.S.A., 1957, A10 650 c.c. O.H.V. Twin, plunger, springer	£185
NORTON, 1956, 99 600 c.c. O.H.V. de luxe. Avon fairing..	£189
A.J.S., 1957, 18S 500 c.c. O.H.V., s/arm, springer, panniers	£189
B.S.A., 1957, A7 500 c.c. O.H.V. Twin, s/arm, springer....	£195
TRIUMPH, 1956, T110 650 c.c. O.H.V., fast sports twin..	£195
VELOCETTE, 1957, Viper 350 c.c. O.H.V. Absolutely as new	£199
NORTON, 1957, 88 500 c.c. O.H.V. Twin, Avon fairing....	£199
NORTON, 1958, E82 500 c.c. O.H.V., s/arm, teles., springer	£199
B.S.A., 1956, Road Rocket 650 c.c. O.H.V., rev. counter..	£209
B.S.A., 1957, A10 650 c.c. O.H.V., s/arm, springer......	£209
TRIUMPH, 1956, T100 500 c.c. O.H.V. Sports Twin. Nice	£209
NORTON, 1957, 88 500 c.c. Dominator de luxe. As new..	£219
B.S.A., 1956, R. Rocket 650 c.c. O.H.V. Twin. One owner	£219
TRIUMPH, 1958, 6T 650 c.c. O.H.V. Only 2,000 miles	£229
NORTON, 1957, 99 600 c.c. O.H.V. Dominator, droop snoot	£229
B.S.A., 1957, R. Rocket 650 c.c. OH.V. Sports Twin....	£236
TRIUMPH, 1957, T110 650 c.c. O.H.V., fast sports twin	£249
NORTON, 1957, 99 600 c.c. O.H.V. de luxe, Avon fairing	£249

COMBINATIONS

NORTON, 1950, Big 4 600 c.c. S.V., teles., dualseat, with large Trinder c/adult sidecar on VG21 chassis........	£109
SUNBEAM, 1950, S7 500 c.c. O.H.C., shaft drive twin, with B.S.A. sports single seater on B.S.A. chassis..........	£129
R. ENFIELD, 1954, Meteor 700 c.c. O H.V. Twin, s/arm, with Garrard 890 s/seater sports on de luxe chassis........	£229
NORTON, 1956, 19S 600 c.c. O.H.V., s/arm, springer, teles., fitted 1957 Watsonian on VG21 with spring wheel....	£229
B.S.A., 1955, A10 650 c.c. O.H.V., s/arm twin, teles., fitted Steib TR500 touring sidecar. Immaculate..........	£239
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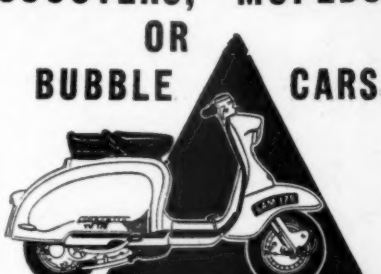

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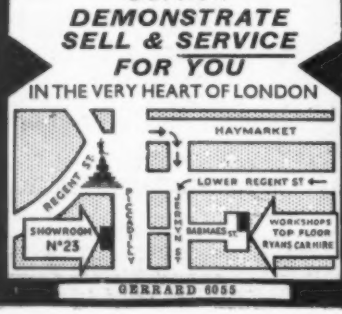

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1956 A.J.S. model 30 600cc, very clean; £216.
1954 A.J.S. model 18S 500cc; £130.
1954 Panther model 100 600cc s/c gears, immaculate; £120.
1951 B.S.A. B34 Gold Star, 500cc; £105.
1955 Lambretta LD 150cc; £120.

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1957 B.S.A. Dandy, very nice condition; £59/10.
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1956 Vespa Gran Sport; £129/10.
1957 Bond Minicar, family de luxe, fitted numerous extras; £299/10.

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REX JUDD.—1954 Triumph 650cc Tiger 110, nice condition throughout, Avon droop snoop fitted; £169.

REX JUDD.—1957 James 197cc swinging arm, Avon fairing, combined crash bar and legshields, paint-work as new; £129.

REX JUDD.—1957 James 250cc A.M.C. engine, leg-shields and crashbar, very low mileage, almost as new; £139.

REX JUDD.—1956 James 225cc, excellent condition; £105.

REX JUDD.—1950 James 98cc; £39.

REX JUDD.—1955 B.S.A. 650cc A10, swinging arm, black, superb condition; £149.

REX JUDD.—1956 B.S.A. D3 150cc, swinging arm, nice little job; £79.

REX JUDD.—1954 B.S.A. 250cc, spring frame; £95.

REX JUDD.—1955 B.S.A. 350cc, super condition, over £30 extras; £139.

REX JUDD.—1953 B.S.A. 350cc, super good; £99.

REX JUDD.—1955 B.S.A. 150cc, swinging arm, panniers, etc.; £69.

REX JUDD.—1956 B.S.A. 650cc, windscreen, etc.; Swallow child/adult sidecar fitted with brake; £239.

REX JUDD.—1955 Francis-Barnett 197cc, swinging arm, black, one owner, 6,000 miles only, many extras; £95.

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REX JUDD.—1957 Bella 150cc, self-starter, very low mileage, one owner, nice clean model throughout; £149.

REX JUDD.—1956 N.S.U. Quickly 49cc de luxe, speedo., propstand, etc.; £45.

REX JUDD.—1957 N.S.U. Quickly 49cc, very clean; £55.

REX JUDD.—1957 N.S.U. 150cc Prima, red, panniers, etc.; £159.

REX JUDD.—1949 Lambretta 49cc; £30.

REX JUDD.—1957 Lambretta 150cc D model; £85.

REX JUDD.—1957 Lambretta 150cc, screen, many other extras; £139; part exchanges, insurance.—High St., Edgware 3944/0862. [C1077

MUNDAYS.—1953 197cc Ambassador, taxed, in splendid condition, any trial; £32/10.

MUNDAYS.—1957 125cc B.S.A. Bantam, springer, taxed, one owner, any trial; £69/10.

MUNDAYS.—1955 350cc Matchless G3LC Comp, swinging arm, full lighting, one owner (not traded), taxed, excellent condition, any trial; £139/10.

MUNDAYS.—1950 350cc Matchless G3L, taxed, very fair condition, any trial; £59/10.

MUNDAYS.—1955 500cc Matchless G80S, springer, dual seat, one careful owner, taxed, wonderful condition; £149/10.—124, Dalberg Rd., Brixton, S.W.2. tel. 5365. [C1107

HARRY NASH.—12½% off last few brand new 1957 models; 1958 models, all leading makes in stock.

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H.—1949 500 Matchless & saloon s/c, bargain, £65; Norton 16H and nice commercial van body, £47.

H.—Scooters: 1954 Vespa, many extras, real beauty, £69; 1956 Lambretta, red/grey, extras, £99.

H.—1955 Norton Dominator 88, lovely bargain, £175; 1953 Matchless G3LS 350, many extras, £109.

H.—1956 B.S.A. 350 s/arm, like new, £152; 1955 B.S.A. 350 s/arm, real beauty, £127.

H.—1953 Panther 250 ohv, all on, £69; 1949 B.S.A. 250 ohv, extra nice, £49.

H.—1946 Enfield 350 ohv, teles, bargain £39; 1950 (Sept.) Ariel 350 ohv, teles, smart, £45.

H.—1955 B.S.A. Bantam Major 150, s/f, £59; 1952 (July) Excelsior 197cc, s/f, £32.

HARRY NASH, third down, 24 months h.p.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

D. J. SHEPHERD & Co (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1651, 2923.

1956 350cc B.S.A. B31 with windscreen; £149.

1955 B.S.A. C11G; £89

1955 250 B.S.A. C10L; £75

1951 125cc B.S.A Bantam; £37.

1950 500 B.S.A. and sing'e seater s/c; £70.

1955 98cc Excelsior Consort; £37/10.

1956 197 Francis-Barnett Falcon; £85

1957 150cc James Cadet, one owner; £85

1953 98cc Norman autocycle; £25

1957 98cc James Comet, one owner, windscreen, leg shields, battery lighting; £79.

1955 125cc Douglas Vespa, one owner; £89. [C1132

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1955 Matchless 500cc immaculate condition; £159.

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MITCHELL ERSKINE, Ltd. (PALMERS GREEN) offers:—

1957 James 250cc L25, immaculate condition; £149.

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1956 Francis-Barnett 225cc Cruiser, very nice condition; £119.

1954 Ariel KH Twin, springer; £129.

1956 Lambretta 150cc; £115.

1956 Lambretta 150cc; £89.

ONE-THIRD deposit, balance 12-18-24 months.

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WALLY HAINSBY, 293, West End Lane, London, N.W.6. Tel. Swi. 2896. H.p. terms ⅓ deposit, balance 12-24 months; part exchanges welcomed.

£154.—1954 B.S.A. A10 650cc Black Flash, s/arm, new tyres, showroom appearance, excellent engine.

£132.—1955 Ariel 350cc s/arm, very smart, perfect throughout.

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£189.—1954 Sunbeam S7, recond. engine, with large c/adult on VG21 chassis, immaculate.

ALL our machines are workshop overhauled.

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TAKE your pick from this week's fine selection of used mounts: '57 A.J.S. 500 18S, £175; '55 A.J.S. 350 16MS, £145; '57 Ariel 350 NH, £165; '50 Ariel 350 model NG, £59; '57 B.S.A. 125 D1, £79; '54 B.S.A. 650 A10, £139; '54 B.S.A. 350 B31, £115; '58 B.S.A. 250 C12, £135; '56 Barnett 225 Cruiser, £117; '55 James 197 K7, £89; '57 James 250 Commodore, £135; '54 Matchless 350 G3LS, £135; '56 Matchless 600 G11, £175; '58 Norman 197 B2SDL, £119; '57 Panther 197 10/3, £105; '54 Enfield 250 Clipper, £80; '55 Triumph 500 T100, £159; '55 Triumph 200 Tiger Cub, £95; '51 Triumph 500 5T, £99; and many more, write, 'Phone or better still call for free comprehensive stock list to:—

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MERCURY offer:—

£295!!—1946 Triumph 1800 roadster.

£245!!—1957 Messerschmitt 200 de luxe.

£245!!—1948 Morgan F4, immaculate.

£245!!—1949 Morgan F super.

£225!!—1939 M.G. 10hp 2-seater.

£195!!—1936 M.G. PB 2-seater, choice of 2.

£145!!—1935 Morgan S/S Matchless.

£145!!—1937 Morgan F4.

£125!!—1937 Morgan sports.

£125!!—1934 Morgan S/S J.A.P.

£115!!—1936 Morgan F2.

£115!!—1952 Bond 197.

£115!!—1937 Fiat 500 convertible.

MANY others, terms, exchanges; your motor cycle in exchange; Tel. or write for list. 9-6 weekdays. 10-1 p.m. Sunday for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1084

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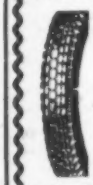

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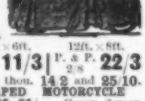

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£39 10.—Austin '35 7hp, blue, good runner.

£39 10.—B.S.A. '32 3-wheeler, good runner.

£79 10.—Morris '38 8hp coupé, black.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester [C1086

COMERFORDS.—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant; m/cs taken in exchange.—Portsmouth Rd., Thames Ditton, Emberbrook 5531. [C1006

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MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of the new A.C. Petite three seater de luxe. [C1205

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

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GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributors N. & E. London; immediate delivery from 53-52, Highbury Corner, N.5. Tel. Nor. 2791. [C1191/R

B.M.W. ISETTA

'56 B.M.W. Isetta, nice cond., bargain; £259, terms, exchanges.—Godfreys, Ltd., W. Croydon. Cro. 3641. [C1052

CLAUDE RYE, Ltd., for your new B.M.W. Isetta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

WHITBYS OF ACTON.—Immediate delivery new Isetta; h.p., exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Willesden 4869/3934. [C1103

GLANFIELD LAWRENCE (HIGHBURY), Ltd.—Immediate delivery from 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [C1191/R

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots.—See display advertisement. [C1052/R

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H. A. SAUNDERS, Ltd.

1956 Bond de luxe family 4-seater, electric starter, indicators, fog lamp, almost unmarked (one careful owner); £245 (£82 dep., 24 mths. £8/5/6); exchanges welcomed.—616, Finchley Rd., Golders Green, N.W.11. Speedwell 4437. [7939

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ALL models supplied.

175 gns.—Bond Minicar, 1955, 2-seater, many extras, one careful owner; choice of 5 Bonds; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.

SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-5). [C1130/R

'54 Bond D/L 2-str., self-starter, nice trim; £169.—Below.

'57 Bond F/DL mod. in red, 6,000 mls. only; £289.—Godfreys, Ltd., West Croydon. Cro. 3641. [C1052

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. [C1089/R

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R

'57 mod. Bond Mk. D F/DL. in ivory, self-starter, many extras, almost as new; £279.—Godfreys, Ltd., South Croydon. Upl. 8275. [C1052

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SPECIAL OFFER
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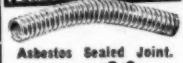

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SILENCERS

FROM 8/6

Size 1¼in.-2in. fitting

Black Enamelled	8/6
Heavy All Chrome	11/6
Extra Heavy All Chrome	13/6
All Chrome Megaphone Type with Detachable Baffle, 1¼in.-2in. Diam.	19/6.

All Chrome Replacement silencers for Ariel, B.S.A., Triumph, A.M.C., Norton, etc., from 27/6 each.
We stock a full range of Burgess replacement silencers for Ariel, B.S.A., etc. Ask for details.
Post & Pkg., 2/10.

SHEET CELLULOID

Size	20 Thou.	30 Thou.	40 Thou.
18 × 24in.	5/6	8/-	11/-
27 × 24in.	8/-	11/3	16/-
36 × 24in.	11/-	16/-	22/-
54 × 24in.	16/-	22/6	32/-

Special transparent pliable non-crack windshield apron material. 27 × 24in., 12/-.
Post & Pkg. 1/10.

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£5.19.6
CASH OR TERMS
1/8th DEPOSIT SECURES DELIVERY
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AMAL BURMAN ARIEL
SPARES SPECIALISTS

BURMAN GEARBOX SPARES

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NORTON 16H.. 32/10
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Upswept and downswept. Quotation for your model "By Return" post.

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Compression Rings from 2/8 each. Slotted oil rings from 3/8 each. Post & Pkg. 4d.

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250 c.c. B.S.A. **28/6** and most other makes. P. & P. 1/9. State size and send pattern.

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Front and rear 4½ × 4½in. Pair **22/6**
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Bantam Flywheel Bearing. **17/1**
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MODELS Nos. 101 and 102 as Illus. **55/8**
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Carr. & Pkg. 3/-.

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Polished Alloy complete with nuts and bolts for fitting. **22/9** set. Post & Pkg. 1/3.

I-ELLIPTICAL SPRINGS 11in. wide.

4+1 Leaf **24/2** ea. Post &
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Very strong. Ribbed. Black enamelled. Suitable all makes.
5in. **18/9**
6in. **20/-**
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Polished alloy, complete with fitting brackets **16/9**
Chromed Steel Bumper Bars. Post & Pkg. 1/3. **24/9**

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Finest quality Complete with frames **64/6**
P. & P. 2/9
HOODS, less frame, 49/6.
B.S.A. HOODS, complete with frame, 58/-.

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BOND MINICAR

GODFREY'S, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard Ltd., Chalkwell Rd., Sittingbourne. [0076/R

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

COMERFORDS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

GODFREYS, Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 427, Brighton Rd., Croydon. Upl. 8275. [C1052/1/R

HUMMING BIRD MOTOR CYCLES, Hertfordshire 3-wheeler specialists, for your new Bond; immediate delivery Mark D and Mark E; easy terms and part exchanges.—39, London Rd., St. Albans. Tel. 54474. [C1045

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [0523/H

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

BOND Mini wanted; cash or exchanges.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 2100. [W1086

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, 200-tune Green Rd., N.W.6. Tel. Swiss Cottage 3460. [0038/R

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R

DORSET specialists.—1958 Coronet, works mileage only, one week old; £25 below list; reverse optional; illness forces sale; terms, exchanges; demonstrations.—Badger Garages, Blandford, Dorset. Tel. 615. [C1168

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 93, 95 Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [0111

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Send, Surrey. Ripley 3122. [0514

HEINKEL

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. [C1052/R

KENBOURNE MOTORS, Bournemouth, 3-wheeler distributors, models from stock, part-ex. welcome.—Winton 1802. [0542

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Willesden 4869/3934. [C1103

WHITBYS OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1028

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £310, or terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128/1

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tul. 3211. [W1019

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0022/R

GODFREYS, Ltd.—Appointed dealers all depots including Leytonstone, E.11. See display advert. [C1052/R

COMERFORDS for Messerschmitts, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

CLOTHING

SPECIAL OFFER **GANNEX** MOTORCYCLING COAT
A unique coat made from Gannex patent material, eliminating condensation. 100% weatherproof. Lovat, olive green, fawn. Available only at Pride & Clarke at this special Price of **£12.12.0**
(Usual price £16/16/-) Limited quantity only
31/6 deposit and six monthly payments of 41/5.
P. & P. 3/11.

NEW P & C "MANX" SUIT

Finest "lightweight" stormproof motorcycle suit. Black P.V.C., welded seams. Jacket belted and lined, covered zip front. Breast pocket, wrist fastening and elastic waist trouser. Slip-through pockets
CASH PRICE **£4.5.0**
or 10/7 dep. 6 mthly. p'ments of 14/-
With detachable quilted lining **£5.15.0**
Post & Pkg. 3/-.

P & C "365" COAT

Black grained P.V.C. 100% stormproof, seams welded. Detachable lining, three pockets. Tummy pad and all fittings.
THE KEEN MOTORCYCLISTS' COAT
CASH PRICE **£7.2.6**
or 17/9 dep., 6 mthly. p'ments of 23/5.
Unlined £6/5/-. Post & Pkg. 3/11

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100% stormproof. The original black heavy P.V.C. Thornide self-lined unit. Welded seams, two large pockets, clip ankle and cuff fastening. LADIES OR GENTS. JKT. 78/-; TRS. 48/-; LINING 31/-. Sizes 34 to 44in. Size 46, 15/- ex.
CASH PRICE **£5.19.6**
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With detachable quilted lining. **£7.10.0**
or 18/9 dep., 6 mthly. p'ments of 24/8.
Post & Pkg. 3/6.

P & C "TROPHY" COAT

100% stormproof. The only Black Double Texture Twill coat of this type. Taped seams, detachable lining, three pockets. Tummy pad. Leg straps and D.R. style skirt.
CASH PRICE **£7.19.6**
or 19/10 dep., 6 mthly. p'ments of 26/3.
Post & Pkg. 3/11

TEXAN JACKET

★ Leather grained Blk P.V.C. with white piping or all black.
★ Hip length.
★ Lancer style—zip front.
★ Zip pockets.
★ Zipper cuffs.
★ Adjustable side straps.
★ Heavy quality Tartan lining. Sizes 34 to 44". Post & Pkg. 2/9. **£4.19.6**
Or 12/4 deposit and 6 monthly payments of 16/5. Similar in FINEST LEATHER tartan lining **£10.9.6**

ITALIAN GUARDIAN HELMET

B.S.I. tested Italian helmet. Quilted neck curtain. High gloss finish. Black / White and Black / Silver. **56/6**
Post & Pkg. 1/10.
ALL OTHER TYPES IN STOCK

OVER 300 ARMADRAKE AND BELSTAFF COATS AND SUITS AVAILABLE ON EASY TERMS

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Luxurious Sheepskin Lining throughout with Large Storm Collar, Two-tone Grey and Black or Black or Brown only. Belt fastening on hips. Full zip front and 3 zip pockets and ticket pocket with press stud fastening. REINFORCED SEAMS THROUGHOUT. Sizes 34 to 44in. Cash Price **£8.19.6**
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Or 22/4 deposit and 6 monthly payments of 29/6. Post & Pkg. 3/6

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MESSERSCHMITT

CLAUDE RYE, Ltd., for your new Messerschmitt; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange prices, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 3611. [0221/R

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9. [S1098/R

MORGAN

£200.—Morgan F4, July '49, 27,000 miles, various spares.—McAllister, 21, Arethusa Rd., Rochester. [7903

MORGAN 1937, 990cc Matchless sv, 2,000 mls. since rebore, recon., very smart, sacrifice for bride; £85 o.n.o.—124, Headley Drive, New Addington, Surrey. [7899

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—P. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0445/R

POWERDRIVE

SAVE £120, demonstration model Powerdrive, total mileage 347, positively new and fully guaranteed; £295, deposit on-third, balance 24 months, motorcycle exchange.—Dawsons Motors, 51/53, Cauldwell Street, Bedford. [C1180

265 gns.—Powerdrive, May 1957, 322cc twin Anzani 2-3-seater, 3 speeds and reverse, electric starter, very small mileage; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

RELIANT REGAL

'55 '57 Reliant coupe, nice cond.; £289.—Below.

'55 '57 Reliant hardtop model; £389.—Godfreys, Ltd., West Croydon. Cro. 3641. [C1052

GEORGE CLARKE for your 1958 Reliant; instant h.p. exchanges.—275-9, High St., Acton, W.3. Acorn 6543. [C1018

RELIANT coupe 1954, blue, under 18,000 miles, super condition; nearest £260.—Milford, 7, Heatherdene Close, Mitcham, Surrey. Near Mitcham Station. [7906

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Wilmesden 4869/3934. [C1103

£249 10.—Reliant '53/4 750 Regal grey; '54/5 Mk. II, grey, £259 10; exchanges, terms.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019

DORSET distributors for Regal; immediate delivery hard top model; reverse optional; terms, exchanges; demonstrations.—Badger Garages, Blandford, Dorset. Tel. 615. [C1168

1957 Reliant coupe, in immaculate condition, nominal mileage, one owner, offered for sale on behalf of special customer, available for demonstration in Cambridge, definitely unrepeatable bargain at £312/10.

HALLENS OF CAMBRIDGE, Ltd., Hawthorn Way Corner, Cambridge. Tel. 56225. [C1059

HUMMING BIRD MOTOR CYCLES, Hertfordshire's leading distributors for all Reliant Regal models, car comfort at motor cycle cost; easy terms and part exchanges; sales, service and spares; demonstrations anywhere.—39, London Rd., St. Albans. Tel. 54474. [C1045

MEETEN'S for Reliants; Shannon Corner, New Malden. Tel. 3110; immediate delivery latest 1958 hardtop saloon in blue lustre finish, seats 4, exceeds 60, costs £446/6 incl. p. tax, or £433 5/6 in coupe style; free lists, demonstrations, exchanges, longest and lowest permissible h.p. [C1203

GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole distributors in London for the New Reliant Regal Mark III—the car on 3 wheels. See it in its up-to-date form—Streamlined, roomier, more comfortable, better performance, synchromesh gear box (reverse optional). Choice of colours; immediate hire purchase, part exchanges welcomed; Reliant sales, service, spares. Write, 'phone or call for illustrated catalogue. See the Reliant at your home if required.

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R

RELIANT REGAL WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant distributors, offer top prices for Reliant cars and 5cwt vans; part exchanges or cash; our buyer will call if necessary.

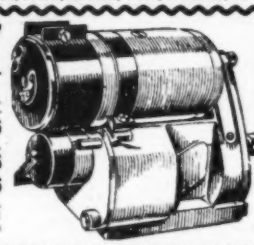
RELIANT House, 28/32, Highbury Corner, N.5.

TEL.: North 2791/4. [W1191/R

ELECTRICAL AND SPEEDOMETERS

WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
Spares for LUCAS, B.T.H., MILLER, WICO, VILLIERS, etc.

NEW EX-W.D. LUCAS MAG-DYNAMOS
2 Brush type. Clock or anti-clock. **87/6**
Post & Pkg. 4/6.
Dynamos only **54/6**
Mag. portions only **54/6**
Post & Pkg. 3/6.
Reconditioned voltage controls 20/-.



MAGNETOS 50/-

Lucas and B.T.H. used, tested, anti-clock rotation.
State make, etc., **50/-**. Reconditioned **79/6**. Post & Pkg. 2/-.

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Sin. Plain types Used **25/-**
New 7in. **60/-**
Post & Pkg. 2/-.
Late type. Used with switch and Ammeter. **29/6**
New 7in. Lucas Ex-W.D. **39/6**
Also NEW 7in. latest type Miller, domed glass **65/-**. P. & P. 2/-.

6-VOLT HORNS

Used, Black finish. **10/6**
New, Black Klaxon. **18/9**
Chrome Plated **19/9**
Chrome Push **3/6**.
Post & Pkg. 1/3.

SPEEDOMETERS

Your Speedo. Head repaired, cleaned and reset from Smith's new trip model **70/-**. Reconditioned non-trip **29/6**. Trip model **45/-**.
Exchange Head D type **19/6**. 80 m.p.h. non-trip **27/6**. Trip model **32/6**.

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New fully guaranteed with warning light, 200/250 volt A.C. Charges 6 v. and 12 v. batteries, **52/6**. With Ammeter **57/6**
P. & P. 1/11.

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Most Types Exchange Post & Pkg. 2/-. **30/-**

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P. & P. 1/3 **6/9**
Complete harness for Miller or Lucas. Coil ignition type **15/6**.

MILLER STREAMLINED MOTORCYCLE SPOT LAMP
Chrome-plated with adjustable bracket.
4½in. diameter **30/-**
5½in. diameter **40/-**
Post & Pkg. 1/9

¼ h.p. ENGLISH ELECTRIC MOTOR
New Surplus 200/250 v. A.C. 50 cycles, single phase, 2,800 r.p.m. Induction type. Self-start. Carr. 5/6. **85/-**

NEW TYPE STOP & REAR LAMP with bulb 12/6
Model with Reflector combined .. 13/6
Wico .. 19/6
Switch 4/6
Post & Pkg. 1/-

MILLER	17/6
TAILMASTER	12/6
AUTOCRAT	16/-
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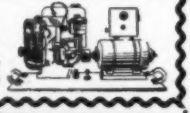
6 v. standard type with outside terminals. **17/6**
Heavy Duty **22/6**
New Anti-vibration Type 25/-. Post & Pkg. 2/9. Carriers 6/9.

Ex-W.D. GENERATOR SETS
USED—TESTED-GOOD COND.
J.A.P. ENGINE. 14/32 v. D.C. 288 w. 2,500 r.p.m. Approx. size 27in. x 19in. x 7in. as illus. P. & P. 17/6. Cash Price **£15**



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EVERYTHING for the famous Reliant three-wheelers; we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities, stores open 9 a.m. to 6 p.m., Monday to Saturday.—Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R

TOURETTE SUPREME

E. S. LONGSTAFF, Ltd., offers almost brand new 1958 Tourette Supreme 3-wheeler, fibreglass body, to full maker's specifications; £279, part exchange, hire purchase welcome.—E. S. Longstaff, Ltd., 88-108, High Rd., S. Woodford, E.18. Buckhurst 6369. [C1079

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W1114/R

EXCHANGE AND WANTED

CONWAY MOTORS urgently require late motor cycles.—301, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4821-3. Spares Riv. 5725. [W1021/R

PUTNEY AUTOS purchase good post-war machines; immediate cash payment; h.p. accounts settled.—263, Putney Bridge Rd., S.W.15. Tel. Putney 1188. [W1130/R

PINKS are keen buyers of all modern machines; really good prices paid for all models in really good condition; h.p. accounts settled; call or tel. without delay.

PINKS OF HARROW pay the best prices for the best machines.—Station Rd., Harrow. Tel. 0044-5. [W1099

MOTOR cycles urgently wanted for cash, any make, age, or cond.; highest prices paid for modern machines; h.p. settled.—S. Dilley (Motors), Ltd., 374, Forest Rd., London, E.17. Larkswood 1521. [W1030/R

GLANFIELD LAWRENCE OF FINCHLEY require late solos and combinations of all popular makes for cash or part exchange; existing hire purchase accounts settled.—407/419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [W1044

CLAUDE RYE, Ltd., good clean machines urgently required. Highest possible prices paid in cash on the spot! H.P. accounts settled. If you cannot call, write for labels. We pay carriage.—895-921, Fulham Road, S.W.6. Renown 6174. [W1105/R

G. K. RAE.—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you really mean business and wish to raise the highest possible price for your machines quickly and without fuss, it will pay you to call, 'phone or write and get our offer; established over 35 years and known for courtesy and honest dealing. "Ask your Dad."

G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. (Beginning at Great West Rd.). [W1107/R

AUTOCYCLES, CYCLEMOTORS, ETC.

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PRIDE & CLARKE.—New Kreidler spares; quotations any part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Bri. 6251. [S1098/R

MINIMOTORS

MINIMOTORS and all spares per return of post.—J. Blays of Twickenham, Ltd., 192, Heath Rd., Twickenham. [0369/R

MOBYLETTE AUTOCYCLES

PRIDE & CLARKE for Mobylette, the 49cc Master Moped, £45/10/11; pay ⅓ deposit and ride away, immediate acceptance, tax and insurance included in terms; 24 monthly payments; exchange any make or model; illustrated catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R

MOBYLETTE AUTOCYCLES SPARE PARTS

PRIDE & CLARKE.—New Mobylette spares, quotation, any part by return post; c.o.d.; easy payment.—158, Stockwell Rd., S.W.9. Brixton 6251. [S1098/R

NEW HUDSON

MEETEN'S, Shannon Corner, New Malden. Tel. 3110 for immediate delivery of the British Villiers engined New Hudson autocycle; £76/14/6 complete; h.p. terms available; tuition free. [C1203

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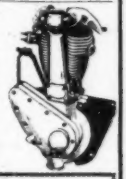

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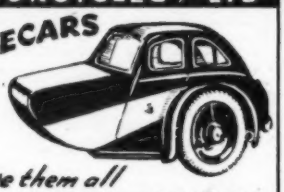

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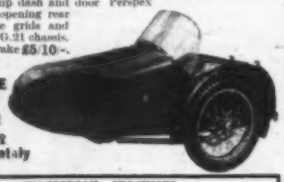

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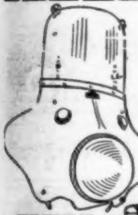

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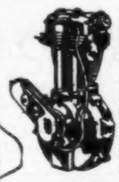

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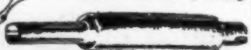

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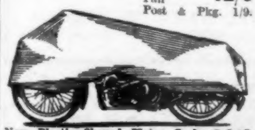

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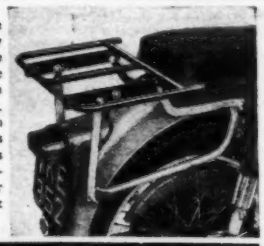

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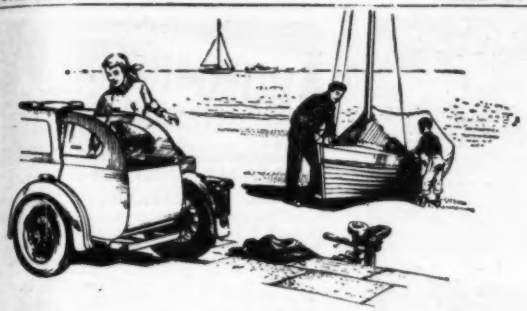

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